MEMORANDUM

From: Ken Gibb, Community Development Director

To: Mayor and City Council

Date: July 16, 2008

Re: Seavey Meadows Notice of Disposition and Formal Findings

On June 16, 2008, the City Council deliberated on the above referenced case and decided to approve the request, subject to adoption of Formal Findings and Conclusions. The applicant subsequently extended the State's 120-Day decision time line for this application by two weeks to allow additional time for the preparation of formal findings, and City Council consideration of the formal findings for this case was scheduled for July 21, 2008. Enclosed with this memorandum are a draft Notice of Disposition, Council revised conditions of approval, and Formal Findings and Conclusions.

Review and Concur:

Scott Fewel,
City Attorney

Review and Concur:

Jon S. Nelson,
City Manager

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

CORVALLIS CITY COUNCIL
NOTICE OF DISPOSITION

ORDER # 2008 - 063

CASE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

REQUEST: An appeal of a Planning Commission decision to deny a Major Modification to a Conceptual and a Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject, 3.46-acre, site. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

APPLICANT: Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

OWNER: City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

LOCATION: The subject site is located on the south side of Conser Street and north of Seavy Avenue in northeast Corvallis. The subject site is also identified on Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500 through 3700.

DECISION: The City Council held a duly-advertised *de novo* public hearing on the appeal on June 2, 2008. The record was requested to be held open, and additional written comments were received until June 9, 2008. The appellant submitted final written argument on June 12, 2008. The City Council deliberated and reached a tentative decision on the appeal on June 16, 2008. After consideration of all the testimony and evidence, the City Council voted to reverse the Planning Commission's decision to deny the request, and consequently, approved the appeal and approved the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat. The applicant allowed additional time to prepare formal findings, under the State's 120-Day Rule, and on July 21, 2008, the City Council adopted Formal Findings in support of its decision.

If you wish to appeal this decision, an appeal must be filed with the State Land Use Board of Appeals within 21 days from the date of the decision.

The proposal, staff report, hearing minutes, memoranda to City Council, and findings and conclusions may be reviewed at the Community Development Department, Planning Division, City Hall, 501 SW Madison Avenue.

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Charles C. Tomlinson
Mayor, City of Corvallis

Signed: July 21, 2008
LUBA Appeal Deadline: August 11, 2008

Attachment: City Council Adopted Formal Findings

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN EXPIRATION DATE (IF NOT APPEALED): July 21, 2013

If no appeal is filed by the appeal deadline, the Detailed Development Plan shall be valid for five (5) years. If the applicant has not begun construction within this period, the approval shall expire on July 21, 2013.

TENTATIVE SUBDIVISION PLAT
EXPIRATION DATE (IF NOT APPEALED): July 21, 2010

If no appeal is filed by the appeal deadline, the Major Subdivision Replat shall be valid for two (2) years. If the applicant has not submitted a Final Subdivision Plat within the two-year period (with appropriate assurances for improvements, if applicable), the Major Subdivision Replat approval shall expire.

CONDITIONS OF APPROVAL FOR SEAVEY MEADOWS

Cond #	CONDITIONS
1	Consistency with Plans - Development shall comply with the plans identified in **Attachments A and M** of the staff report, unless a requested modification otherwise meets the criteria for a Minor Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
2	DSL Concurrence and Fill Permit - Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with documentation from the Department of State Lands concurring with the applicant's wetland delineation for the site. Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with an approved fill permit from the Department of State Lands and any other required permits from the US Army Corps of Engineers or the Oregon Department of Environmental Quality for the proposed development.
3	RS - 12 Development Standards - Building permit applications for buildings on the subject development site shall demonstrate compliance with all applicable RS-12 Development Standards, as referenced in LDC Section 3.6.30, 3.6.40, and 3.6.50, except as varied by this approval. Approved variations include the following: a. Variation to the 25-foot maximum front yard setback for Buildings 10, 11, 17, and 18 b. Variation to on-site parking requirements, as discussed, for Buildings 1, 2, 3, 7, 8, and 9.
4	Landscape Plans: a. Landscape Construction Documents - Prior to issuance of PIPC permits, the applicant shall submit for review and approval by the Planning Division Manager, landscape construction documents for this site which contain a specific planting plan (including correct plant names in the Latin format) for proposed landscaping, trees, shrubs, and groundcover. Plans for an automatic irrigation system to irrigate this landscaping shall also be submitted for review and approval. Irrigation is required in planting strips along Conser Street, Jasper Street, and the portions of Sorrel Place that do not abut single family detached, or duplex units. Irrigation is also required in required green areas, for required alley trees, and in parking lot landscape buffers. The detailed landscape plans shall be generally consistent with the landscape plans submitted for land use approval, and shall address the following requirements, as well as other

	requirements addressed in the staff report: 1. Landscaping surrounding private outdoor open space areas shall provide some level of screening for privacy purposes, consistent with LDC 3.6.50.02.d. 2. Address parking lot buffering for parking areas with four or more parking spaces, consistent with LDC 4.2.40. 3. The height of hedges and fences within required yard areas shall be limited, consistent with LDC 4.2.50.01 4. Required screening of trash receptacles, per LDC 4.10.60.05 (see also Condition 8). b. <u>Landscape Maintenance Bond</u> - All required landscaping for the development shall be planted or financially secured prior to the following thresholds: 1. Street trees and planting strip landscaping along Conser Street, shall be planted in conjunction with PIPC improvements. 2. Green area landscaping, street trees along Jasper Street and Sorrel Place, parking lot landscaping, and alley trees shall be installed on, or adjacent to, each lot prior to approval of final inspections for the final dwelling unit on each lot. All required landscape areas shall be designed to achieve a minimum of 90% ground coverage within 3 years. A 3-year maintenance bond for street trees and planting strip landscaping, green area landscaping, parking lot landscaping, and alley trees shall be provided prior to the City's on-site approval of the plantings. The landscape bond shall be submitted to Planning Division staff for review.
5	<u>Playground Amenities</u> - Because the applicant wishes to involve future residents in the selection of playground amenities for the required playground in Common Green #1, playground amenities, as required by LDC 3.6.50.03.e, shall be installed and inspected prior to approval of the final inspection on Building 7 (the community building).
6	<u>Pedestrian-Oriented Design Standards</u> - To allow some flexibility in building designs from the building elevations that were provided by the applicant, building permit information for all buildings on the proposed development shall demonstrate compliance with applicable POD standards, with the exception of the following variations approved through the Planned Development process: a. If the fourplex option is chosen for Buildings 10 and 11, Units 33 and 34 may be constructed with front doors located more than 200 feet from the nearest public sidewalk. b. With either design option (fourplexes or quads), Buildings 10 and 11 may be constructed without complying with the 25-foot maximum front yard setback or building frontage requirement.

	c. The community building (Building 7) shall demonstrate compliance with the multifamily PODS window coverage standards (LDC 4.10.60.04.d.5) instead of the standards of LDC 4.10.70.05.b.6. Please note that building permits for buildings within the development will need to demonstrate compliance with the mandatory design requirements of Condition 13 as well.
7	Triplex Orientation - Designs for the triplex units (Buildings 1, 2, and 3) shall be revised at the time of building permit application to show a direct, paved walkway connection from the front doors of each unit on the north side of the buildings to the sidewalk along Conser Street. If the applicant wishes, the walkway shown on the north side of the alley to the south of the triplexes may be eliminated.
8	Screening of Trash Enclosures - Detailed Landscape plans shall demonstrate compliance with the screening requirements of LDC 4.10.60.05. Prior to approval of the final inspection for the latter of Buildings 4, 5, or 6, the required screening shall be in place for adjacent dumpsters. Similarly, prior to approval of the final inspection for the latter of Buildings 10 or 11, the required screening shall be in place for the adjacent dumpster.
9	Pedestrian Crossings - Where pedestrian walkways cross private alleys, contrasting paving materials shall be used, in compliance with LDC 4.10.60.06.e. Compliance with this standard shall be demonstrated with permit materials for these private improvements.
10	Bike Parking at the Community Building - To compensate for the lack of on-site vehicle parking to serve the community building, the applicant shall install eight bicycle parking spaces to serve the community building, of which, four shall be covered. The bicycle parking shall be installed prior to approval of the final inspection for the community building.
11	No Parking in Sport Court - Tract C, the proposed "sport court" located to the south of Buildings 17 and 18, shall be posted, "no parking." "No Parking" shall be painted along all curbs surrounding the court area.
12	Fire Access Requirements - Compliance with the following fire access requirements shall be demonstrated either through the PIPC permit process, or through the permit process for private improvements on the site. a. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking shall extend to both sides of the westerly private alley as it comes around to meet Sorrel Place. b. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."

13	Visual Compatibility - To ensure compatibility within the development, as well as compatibility with nearby developed areas, the following design elements of all proposed buildings on the site shall be mandatory. Compliance with this requirement shall be demonstrated through the building permit process. a. Buildings shall be contained within the building envelopes as shown on the applicant's February 25, 2008, plan set, or shall comply with applicable setback requirements of the zoning district. b. Buildings shall contain the same number of bedrooms as proposed on the applicant's February 25, 2008, plan set. c. Parking serving each dwelling shall remain as proposed by the applicant, and approved by the City Council. d. Exterior materials for all buildings shall be taken from the list of "typical exterior materials," as shown on the applicant's February 25, 2008, plan set. e. Buildings shall comply with POD standards, consistent with the stipulations of Condition 6. f. Buildings shall be no higher than 30 feet, as measured at the highest point of each building. g. The number of bicycle parking spaces within units shall remain as shown on the applicant's February 25, 2008, plan set.
14	Lighting - With the exception of public streetlights, which shall be installed consistent with the requirements of Condition 30, the applicant shall demonstrate compliance with the applicable requirements of LDC 4.2.80 with submittal of a site-wide external lighting plan to be reviewed and approved by Development Services Staff prior to occupancy of any building on the site.
15	Signage - Prior to installation of the proposed monument sign on the site, the applicant shall obtain a sign permit for the proposed sign and shall demonstrate that the sign will comply with all applicable requirements of LDC Chapter 4.7.
16	Triplexes on Individual Lots - To comply with tandem parking requirements, the applicant shall revise the final subdivision plat for the development to place each triplex on an individual lot that complies with applicable platting standards.
17	Public Improvements - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements from the City's Engineering Division. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street lighting improvements are provided. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations Public improvement plan

	submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.
18	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Conser Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline.
19	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Jasper Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW.
20	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Sorrel Place shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat. Where sidewalks abut common areas, the sidewalks and planted areas shall be installed with street improvements. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline.
21	Private Alleys - Prior to the issuance of building permits, the developer shall construct the private alley improvements. The alleys shall be built to City standards as outlined in LDC 4.0.60.j. At the time of final plat, the applicant shall create separate, privately owned, tracts for the alleys. Installation of the private alleys will be subject to permitting through the City's Development Services Division.
22	Eliminate Sidewalk on north side of Easterly Alley - To avoid potential conflicts between pedestrians and vehicles, the applicant shall eliminate the proposed sidewalk along the north and west sides of the easterly alley on the development site.

23	Sidewalk/Transit Connection - Prior to final plat, a 5 ft wide concrete connection shall be made between the sidewalk and the curb at the existing bus stop location.
24	Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall be fully removed, unless otherwise approved by the City Engineer. If the City Engineer approves abandonment in place of any utilities, the utilities shall become the property of the overlying property owner or the HOA. The owner of the utilities, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request, as specified by OAR 952-001-0070.
25	Public Looped Waterline - The new public waterline that is proposed to be installed in the eastern alley and loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street Shall continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street . The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline as it will be in conflict with trees that could be planted over the line.
26	Public Utility Easements - At the time of final plat, all public utilities located outside of a public ROW shall be placed in a public utility easement. The minimum easement width for a single utility is 15 ft, and for two adjacent utilities it is 20 ft. The easement width shall be centered on the utility.
27	Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be considered. The storm water detention facilities shall be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and shall be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. The maximum design storm for detention facilities shall be based on the 10-year return event with 24-hour duration based on the standard NRCS Type 1A rainfall distribution. The Natural Resource Conservation Service (NRCS) TR-55 shall be used. In addition, the detention facility must be designed to safely pass storms up to the 100-year, 24-hour event. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.
28	Stormwater Quality - Concurrent with development, stormwater quality shall be implemented. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual*. The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution.

29	Public Stormwater Facilities - All required and proposed, underground, stormwater detention and water quality facilities shall be publicly owned and maintained. This will help assure proper maintenance and functionality of the system.
30	Street Lights - Prior to the final plat, street lights shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Five new public street lights shall be constructed to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end.
31	Utility Easements - At the time of Plat, 7 ft utility easements (UE) shall be dedicated along all street ROW's.
32	Consent from Affected Property Owners/Plat Revision - Prior to final plat approval, or prior to development on the subject properties, whichever comes first, written consent to the alteration of the owner's property boundary, and to the development proposed on the owner's property, shall be provided from each affected property owner. Additionally, the final plat may be modified to retain the current configuration of the Durrant Property, if desired by the applicant.
33	Protection of Remaining Wetlands - At the time of final plat approval for the proposed development, the City shall grant a conservation easement on the remaining City-owned land within the original Seavey Meadows - Willamettedale Farms development area. In addition, City Staff will also ask the City Council to initiate a change in land use designation for the remaining City-owned land from Medium and Medium-High Density Residential with a Planned Development Overlay to Open Space - Conservation. The City shall also consider additional measures that would accomplish the goal of permanent protection of the remaining City-owned land on the Seavey Meadows - Willamettedale Farms site.
34	Maintenance Obligations - In its management of the development area, including management of the land area accommodating single family homes on the development site, WNHS, or any affiliated corporations that undertake ownership of the property, shall hire a Licensed Commercial Operator to apply any and all pesticides or herbicides on the site. This is required to minimize potential negative water quality impacts that might affect adjacent wetlands. The commercial operator shall be licensed by the Oregon Department of Agriculture, with licenses in the categories of Ornamental and Turf/Herbicide and Ornamental and Turf/Herbacide and Fungicide, or other applicable categories, with the appropriate insurance for that license. The Licensed Commercial Operator is to practice Integrated Pest Management, as defined in Oregon Revised Statutes 634.650. The use of any pesticide material that contains any of the top ten leachable ingredients, as identified by the Oregon Department of Agriculture, Department of Environment Quality, and/or USGS for Oregon is strictly prohibited, with the exception for

	applications necessary to eradicate insect infestations affecting buildings, indoor living areas, and/or infestations affecting the safety of residents, when other methods are ineffective. Lease agreements for all units within the development, including ground leases for the single family dwellings, shall clearly state that individual homeowners are prohibited from applying pesticides, herbicides, fungicides, or fertilizers to the subject properties.

Development Related Concerns:

A. Mailbox Locations - Mailbox locations shall be coordinated between the developer and the Post Office as part of the public improvements construction process.

B. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods, to the City's Development Services Department for review and approval.

C. Other Permits - Prior to issuance of any construction permits, the applicant shall be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required by other agencies such as the Division of State Lands; Army Corps of Engineers; Railroads; County; or Oregon Department of Transportation, shall be approved and submitted to the City prior to issuance of any City permits.

D. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.

E. Streetscape Plan - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles for each intersection; street striping and signing (in conformance with the MUTCD); and proposed street tree locations.

F. Subdivision Name - The County Surveyors Office notes that the name "Seavy Meadows" has already been used by a recorded plat within Benton County. Another subdivision name will need to be selected prior to recording of the final plat for the Major Subdivision Replat.

BEFORE THE CITY COUNCIL
OF THE CITY CORVALLIS

FINDINGS – SEAVEY MEADOWS MAJOR MODIFICATION TO A CONCEPTUAL AND DETAILED DEVELOPMENT PLAN / MAJOR SUBDIVISION REPLAT

In the matter of a City Council decision to **approve a Major Conceptual and Detailed Development Plan Modification / Major Replat**; and to reverse the Planning Commission's decision, and uphold the appeal.	)))))	**PLD08-00001** **SUB08-00001**

PREAMBLE

This matter before the Corvallis City Council is a decision regarding an appeal of the Planning Commission's denial of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject 3.46-acre site that is zoned PD(RS-12) (Medium-High Density Residential with a Planned Development Overlay). A total of 12 lots and three tracts would be created through the Major Subdivision Replat. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

The 3.46-acre site is located south and east of NE Conser Street and contains NE Jasper Street and NE Sorrel Place. Seavey Avenue is located immediately to the south. A four-unit attached townhome that currently occupies a portion of the site was constructed consistent with the 1982 Planned Development approval for Seavey Meadows. Improvements to NE Conser Street, NE Jasper Street, and NE Sorrel Place were also made at this time, which included construction of streets, sidewalks, and storm sewers. Additionally, water and sanitary sewer service was extended to the site. No other development has taken place at the site since these improvements were made. The site is composed of Tax Lots 500 through 3700 from Benton County Assessor's Map 11-5-24DC. The current owners of the property are the City of Corvallis, James and Carol Durrant, and the Seavey Meadows Homeowners Association.

The Corvallis Planning Commission conducted a hearing on the above-referenced Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat on April 2, 2008. On April 16, 2008, the Planning Commission deliberated and voted to deny the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. A notice of decision was signed on April 18, 2008, (Order # 2008-040).

On April 28, 2008, Willamette Neighborhood Housing Services (hereinafter referred to as "Appellant"), filed an appeal of the Planning Commission's decision to deny the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. The Land Development Code ("LDC") specifies that the City Council hear *de novo* appeals of Planning Commission decisions regarding these land use applications.

The City Council held a duly advertised *de novo* public hearing on the application on June 2, 2008. The public hearing was closed; however, the written record was held open for seven additional days, and the City Council deliberated and reached a tentative decision on the appeal on June 16, 2008.

After consideration of all the testimony and evidence, the City Council voted to approve the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat requests with conditions, thereby reversing the Planning Commission's decision and upholding the appeal.

Applicable Criteria

All applicable legal criteria governing review of this application are identified in the public notices for the April 2, 2008, and June 2, 2008, public hearings; the Staff Report to the Planning Commission, dated March 19, 2008; the staff memorandum to the City Council dated May 23, 2008, and the minutes of the City Council public hearing and deliberations dated June 2, 2008, and June 16, 2008, respectively. The cited Comprehensive Plan policies are fully implemented by the 2006 Land Development Code. Where variations to standards have been requested through the Planned Development process, Comprehensive Plan policies have been utilized to provide direction regarding the requested variations to standards. Similarly, where LDC provisions are ambiguous, Comprehensive Plan policies have been utilized to provide context and to clarify the purpose of ambiguous language.

FINDINGS AND CONCLUSIONS RELATED TO THE APPEAL OF SEAVEY MEADOWS MAJOR MODIFICATION TO A CONCEPTUAL AND DETAILED DEVELOPMENT PLAN/ MAJOR SUBDIVISION REPLAT (PLD08-00001 / SUB08-00001)

1. The City Council accepts and adopts those findings made in the Staff Report to the Planning Commission, dated March 19, 2008, that support approval of the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. The City Council accepts and adopts those findings made in the May 23, 2008, staff memorandum to the City Council **(Appendix A)**, that support approving the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat, as conditioned. The City Council also adopts as findings, those portions of the Minutes of the City Council meetings dated June 2, 2008, and June 16, 2008, that demonstrate support for approving the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat **(Appendices D and E)**. The City Council adopts as findings, the Staff Memoranda to the City Council, dated June 13, 2008 **(Appendix B)**, and June 16, 2008 **(Appendix C)**, which include responses to questions asked by Council members at the June 2, 2008,

public hearing. The City Council specifically accepts and adopts as findings the rationale given during deliberations in the June 16, 2008, meeting by Council Members expressing their support for approving the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. All of the above-referenced documents are attached as Appendices. All of the above-referenced documents shall be referred to in these findings as the "Incorporated Findings". The findings below, (the "supplemental findings"), supplement and elaborate the findings contained in the materials noted above, all of which are attached and incorporated herein, by reference to the specific Appendix. When there is a conflict between the supplemental findings and the Incorporated Findings, the supplemental findings shall prevail.

2. The City Council notes that the May 23, 2008, staff memorandum to Council **(Appendix A)** presents information on Attachments III-105 through III-112 regarding pages of the March 19, 2008, staff report to the Planning Commission that contain discussions on the need for imposing Conditions of Approval # 1 through 32. The Council notes that the approved changes to Conditions 13, 14, 24, and 27, were made to correct errors or provide clarification, as reflected in the Minutes of the April 2, 2008, and April 16, 2008, Planning Commission minutes. The Council finds those changes to be necessary in order to correct errors or provide needed clarification. The Council notes that Staff brought forward Conditions # 33 and 34 in response to questions asked by the Planning Commission at their April 2, 2008, and April 16, 2008, meetings. Condition #33 requires the City to establish protections for the remaining wetland areas at Seavey Meadows. The Council finds that this condition of approval is necessary to balance the impacts of the proposed development on the wetlands within the 3.46-acre development site and to provide compensating benefits for the requested variations to on-site parking standards, alley length standards, maximum front yard setback requirements, and standards for pedestrian access for fourplex units on Lot 10, as discussed in Attachments III-54 through III-61 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that Condition #34 would place restrictions on the application of chemicals to ground area within the Seavey Meadows development in order to minimize the potential for negative impacts to the adjacent protected wetlands. The Council finds that this condition is necessary to ensure compliance with LDC criterion 2.5.40.04.a.12, which states that development shall not produce incompatible air and water quality impacts. The Council notes that Conditions # 13c and 27 were amended by the City Council during its deliberations on June 16, 2008. The Council finds that the change to Condition #13c is necessary to correct a factual error in the condition, as reflected in the June 16, 2008, City Council minutes **(Appendix E)**. The Council notes that the changes to Condition #27 were introduced by Staff to provide necessary clarification regarding the required standards for stormwater detention facilities to serve the proposed development, as discussed in the June 16, 2008, staff Memorandum to Council **(Appendix C)**. The Council finds that all of the approved Conditions are reasonable conditions that are feasible for the applicant to comply with and necessary to satisfy the applicable criteria presented in the May 23, 2008, staff memorandum to Council and the supplemental findings presented below.

3. The City Council notes that the record contains all information needed to evaluate the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat decision for compliance with the relevant criteria.

4. To approve a Major Conceptual and Detailed Development Plan Modification, LDC Sections 2.5.40.04 and 2.5.60.04 require that the proposal be consistent with the purposes of Chapter 2.5, the policies and density requirements of the Corvallis Comprehensive Plan ("CCP"), LDC, and other policies and standards adopted by the City Council. The Council notes that the LDC language in 2.5.40.04 and 2.5.60.04 does not require an application to "comply" with the CCP policies, but does require an application to be consistent. The Council notes that the Corvallis Comprehensive Plan was adopted in 2000, the Council notes that the LDC was adopted in 2006. The Council notes that both the CCP and the LDC were acknowledged by DLCD, in compliance with the requirements of Periodic Review. The Council notes that both the CCP in Article 51.5 **(Appendix F)** and the implementing ordinances for the LDC **(Appendix G)** state that the LDC is intended to implement the CCP. The City Council finds that the LDC does fully implement the CCP. The City Council notes that LDC provisions occasionally refer to consistency with Comprehensive Plan Policies. The City Council notes that regarding this proposal, the LDC in Chapter 2.5 refers to consistency with Comprehensive Plan Policies at LDC 2.5.40.04.

5. The City Council notes that the language in LDC 2.5.40.04 and 2.5.60.04 (in requiring consistency with the criteria in LDC 2.5.40.04) requiring an application to be consistent with "the purposes of this chapter" is not intended to make the purpose statements found in LDC 2.5.02 into independent review criteria. Instead these purpose statements may be of use in resolving ambiguities or in determining whether to approve a proposed variance from a given LDC standard. The Council notes that LDC 2.5.40.04 requires the Council to determine whether the proposal is consistent with the purposes of the chapter and the density and other applicable policies from the CCP. The City Council interprets this language as applying to the review of requested deviations from standards found in the Land Development Code. If an application complies fully with the standards in the Land Development Code, the Council finds that it will always be compatible with the purposes of the Planned Development Chapter and will always be consistent with the policies of the CCP. Although the notices and staff reports, discussion and public testimony all have referred to Comprehensive Plan policies, the City Council finds that many of these references are either irrelevant or unnecessary or surplusage. The City Council believes that the general use of Comprehensive Plan policies as review criteria was necessary only until the 2006 Land Development Code, which fully implemented the Comprehensive Plan, was adopted. Accordingly, except as specifically related to the discussion of a requested variance from the LDC standards, the City Council finds that consistency with the LDC is, by its nature, consistency with the CCP. Where no variance is requested, the appropriate review criteria are those found in the Land Development Code. The Council finds that Comprehensive Plan policies, while informing the interpretation of those LDC provisions (when ambiguities exist), are not in themselves review criteria.

References to purpose statements within the Land Development Code are similarly valuable for reviewing proposed variations from Land Development Code standards, but are not, in themselves, review criteria that would apply to an application that otherwise meets the Land Development Code standards. The Council notes that it is unlikely that any one proposal could be consistent with all of the purpose statements, and notes that some of the listed purposes may conflict with other listed purposes. Similarly, the Council notes that consistency with all Comprehensive Plan Policies is not necessarily possible, given the sometimes conflicting direction of the policies. The 2006 Land Development Code was developed, in part, to resolve these apparent conflicts with a clear and objective set of standards. To the extent the notices, staff report, applicant, or public refer to the Comprehensive Plan or purpose statements, those references are largely irrelevant, except as the Council specifically notes in these findings that its review of a variation to a standard from the Land Development Code (as allowed through the Planned Development process) or resolving an ambiguity through an interpretation is assisted by a policy or purpose statement.

The Incorporated Findings list all of the applicable approval criteria, and demonstrate compliance with these approval criteria. These supplemental findings elaborate upon and clarify the Incorporated Findings, and primarily address issues raised in opposition to the application. These supplemental findings, like the Incorporated Findings, are grouped into six categories, which facilitate a comprehensive and cohesive review of the applicable criteria. The categories include Land Use, Natural Resources, Compatibility, Circulation, Public Facilities and Services, and Tentative Subdivision Plat. The issue categories are identified with Roman numeral, subcategories are identified by a letter, and findings are assigned chronological numbers.

I. Land Use

Applicable Criteria

Section 3.6.20 - PERMITTED USES

3.6.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

1. Residential Use Types -

a) Family

b) Group Residential

c) Group Residential/Group Care

d) Residential Care Facilities

e) Fraternities and Sororities

2. Residential Building Types -

a) **Single Detached**

b) **Single Detached - Zero Lot Line**

c) **Single Attached - Zero Lot Line, two units**

d) **Attached - Townhouse**

e) **Duplex**

f) **Multi-dwelling**

g) **Manufactured Dwelling Facility in accordance with Chapter 4.8 - Manufactured Dwelling Facility Standards**

3. **<u>Civic Use Types</u> -**

a) **Community Recreation**

b) **Postal Services - Customer**

c) **Public Safety Services**

d) **Religious Assembly**

e) **Social Service Facilities**

4. **<u>Commercial Use Types</u> -**

a) **Commercial Use Types existing prior to December 31, 2006, along SW Fifth and SW Sixth streets, from SW Adams Avenue to Western Boulevard**

b) **Lodging Services - Bed and Breakfast only**

c) **Offices, as defined in Chapter 1.6 - Definitions, and existing prior to December 31, 2006. Expansions shall be subject to Conditional Development Review, as noted in Section 3.6.20.02, below**

b. **Accessory Uses Permitted Outright**

1. **Colocated/attached Wireless Telecommunication Facilities on Multi-family residential structures, with three or more stories and that do not increase the height of the existing structures by more than 10 ft., subject to the standards in Chapter 4.9 - Additional Provisions**

2. **Colocated/attached Wireless Telecommunication Facilities on nonresidential structures that do not increase the height of the existing structures by more than 10 ft., subject to the standards in Chapter 4.9 - Additional Provisions**

3. **Essential Services**

4. **Day Care, Family, as defined in Chapter 1.6 - Definitions**

5. **Home Business, as defined in Chapter 1.6 - Definitions**

6. **Horticultural - personal use**

7. **Model Dwelling Units**

8. **Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 - Accessory Development Regulations**

9. **Required off-street parking for Uses permitted in the zone in accordance with Chapter 4.1 - Parking, Loading, and Access Requirements**

10. **Sports and Recreation - personal use**

11. **Tree, Row, and Field Crops - personal use**

A. The City Council notes that the applicant responded to the applicable criteria as part of a complete application submitted for the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat. The Council notes that the applicant's responses to the applicable criteria cited above are found on Attachment III-231 through III-233 of the May 23, 2008, staff memorandum to Council.

B. The City Council notes that the subject site is designated on the Corvallis Comprehensive Map for Medium-High Density Residential Development, as shown on Attachment III-118 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council also notes that the site is zoned PD(RS-12) consistent with the Comprehensive Plan Map Designation for the site, as shown on Attachment III-119 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**.

C. The City Council notes that findings in response to the applicable criteria cited above are in the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including (but not limited to) the findings and conclusions in the May 23, 2008, staff memorandum to the City Council presented on Attachments III-10 through III-11. The Council finds that the proposed land uses are consistent with those listed in LDC Section 3.6.20, including the Community Building, which has been determined to be a use normal and incidental to the primary use, as allowed per LDC 3.6.20.01.b.8.

II. Natural Resources and Natural Hazards

Applicable Criteria

Section 4.2.20 - GENERAL PROVISIONS

c. **Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -**

1. **For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions,**

and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

2. Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

4.13.40 - PROCEDURES

Application - When development is proposed on a property containing or abutting a Significant Riparian Corridor or Wetland area, an application shall be submitted that accurately indicates the locations of these Natural Resources and the location of any proposed development. The application shall contain a description of the extent to which any Floodplain, Watercourse, or Wetland is proposed to be altered or affected as a result of proposed development and shall include the information in "a," and "b," below.

b. For properties containing Wetlands, as indicated on the Corvallis Local Wetland Inventory Map - The submittal materials listed below are required. Additionally, all applications will be reviewed to determine that all necessary permits have been obtained or will be obtained from those federal, state, or local governmental agencies that require prior approval.

1. <u>Site Plan</u> - A site plan that graphically depicts:

a) All Wetland boundaries, as indicated on the Corvallis Local Wetland Inventory Map;

b) A 25-ft. setback/buffer around the upland edge of locally and non-locally protected Wetlands, as mapped on the City's Local Wetland Inventory Map[1]. Proximate Wetlands shall not be included when determining this 25-ft. setback/buffer location; and

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1 Local Wetland Inventories are considered to provide a level of accuracy of within 25 ft. for identification of the Wetland-upland interface. Consequently, the 25-ft setback/buffer identified in Section 4.13.40.b.1.b is intended to ensure that significant Wetlands are protected consistent with the requirements of OAR 660, Division 23 prior to the receipt of a Department of State Lands (DSL) approved Wetland Delineation. For development review purposes, a property owner may propose development within this setback/buffer, and approval may be granted, contingent upon receipt by the City of an approved Wetland Delineation indicating that the proposed development is outside of lands determined to be Wetlands by the Department of State Lands. In such cases, no development permits shall be issued prior to receipt of said Wetland Delineation.

c) **A Wetland Delineation of the boundaries of the Wetland area, with an accompanying site map, that has been accepted and approved by the Department of State Lands (DSL) may be substituted for the information in "b," above;**

4.13.80.02 - Procedures for Non-locally Protected Wetlands

Department of State Lands and US Army Corps of Engineers Notification Required - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.

No application for development will be accepted as complete until documentation of such notification is provided, and no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits, shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site. Non-locally Protected Wetlands are shown on the City's Local Wetlands Inventory Map.

A. The City Council notes that the applicant responded to the applicable criteria as part of a complete application submitted for the Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat. The Council notes that the applicant's responses to the applicable criteria cited above are found on Attachments III-299 through III-300 of the May 23, 2008, staff memorandum to Council.

B. The City Council notes that findings in response to the applicable criteria cited above are presented on Pages 7-12, and on Attachments III-12 through III-18 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**, and in responses to some of the Councilors' questions, as reflected on Page 3 of the Responses to Council Questions attached to the June 13, 2008, staff memorandum to Council **(Appendix B)**, and on pages 1 - 9 of the June 16, 2008, staff memorandum to Council **(Appendix C)**.

C. The Council notes that the LDC provisions for protecting natural resources were completed as directed by the State Department of Land Conservation and Development (LCDC), in compliance with Statewide Goal 5 requirements. The Council notes that the development of LDC provisions which implement Comprehensive Plan policies protecting natural resources, and addressing development in natural hazard areas was the result of an involved, multi-year, public process that included repeated mailed notice to over 3,500 affected parties and over 70 public meetings. The Council notes that Phase III of the Land Development Code Update, which included the relevant provisions that provide natural resource and natural hazard protections, was approved by the Department of Land Conservation and Development (DLCD) and approved on appeal to the Land Conservation and Development Commission (LCDC). That

decision was subsequently upheld on appeal to the Oregon Court of Appeals.

D. The City Council notes that the applicant conducted a wetland delineation for the subject site. The Council notes that the Department of State Lands (DSL) has concurred with the delineation, as noted in the May 23, 2008, letter to Kent Weiss, City of Corvallis, that was forwarded to the City Council, as reflected in the minutes of the June 2, 2008, public hearing on the subject proposal. The Council notes that a copy of the DSL-approved wetland delineation report is included in the record at Attachments III-139 through III-160 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that the DSL-approved delineation identified additional wetland area adjacent to the northeast corner of the subject site. The Council notes that the proposed development plan will not impact the additional area of wetlands, as described on Attachment III-146 of the May 23, 2008, staff memorandum to Council.

E. The City Council notes that neither the jurisdictional wetlands documented within the boundaries of the subject site nor the existing types of vegetation found within the boundaries of the site are protected through development regulations contained in LDC Chapters 4.2, 4.12, and 4.13. The 1.65-acre wetland area contained within the boundaries of the site was designated as Locally-Significant, but not Locally Protected, as opposed to adjacent wetland areas, which are designated as Locally Significant *and* Locally Protected, as explained on Page 8 and Attachments III-15 through III-16 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. Similarly, the Council notes that the existing trees are not protected due to the decision made as part of the Phase III of the Land Development Code Update project to limit such protection measures in the Land Development Code to areas of the City that were not inventoried for the presence of natural resources through the Natural Features Inventory (LDC 4.2.20(d)), and to areas of the City that were inventoried and subsequently designated as either Highly Protected Significant Vegetation or as Partially Protected Significant Vegetation (LDC 4.2.20(c) and 4.12.20), as noted on Pages 8 and 9, Attachments III-16 through III-17, and Attachments III-299 through III-300 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that the subject site was inventoried for the presence of natural resources through the Natural Resources Inventory, but was not designated as containing either Highly Protected Significant Vegetation or Partially Protected Significant Vegetation, as noted on Attachment III-120 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. Therefore, the Council finds that the site does not contain any Significant Natural Features, as defined in Chapter 1.6 of the LDC, and referenced by LDC 2.5.20.c. Consequently, the Council finds that the provisions that protect Significant Natural Features do not apply to the site.

F. The Council notes that some public testimony expressed a desire to save many of the trees on the development site. The Council notes that the trees on the site are not protected, based on the analysis in Finding E, above. The Council finds that the preservation of the existing trees on the site, with the exception of the Spruce tree to the west of the existing fourplex on the site, is not necessary to maintain the compatibility of the development with its surroundings. The Council finds that the Black Cottonwood trees that populate the site are a short-lived species that are prone to abnormal growth patterns and decay, and are therefore not compatible with the proposed development. The Council adopts the arguments contained on Page III-17 of the May 23, 2008, staff memorandum to Council **(Appendix A)** to support this finding.

G. The City Council notes that some public testimony raised concerns about the specific details of the proposed wetland mitigation plan associated with the subject development. The Council notes that the Oregon Department of State Lands (DSL) is the regulatory entity responsible for reviewing and approving compensatory wetland mitigation plans, and not the Council or any other decision-making body of the City of Corvallis. The Council finds that the details of the proposed mitigation plan are not applicable criteria for making a decision on the subject proposal.

H. The City Council notes that some public testimony raised concerns about the application of provisions contained in LDC Chapter 4.11 – Minimum Assured Development Area (MADA). The Council notes that only properties containing protected Significant Natural Resources or Natural Hazards subject to regulatory provisions outlined in LDC Chapters 4.2, 4.5, 4.12, and 4.13 are potentially eligible for application of LDC Chapter 4.11. The Council notes that the subject site does not contain any protected Significant Natural Features or Natural Hazards, as concluded in Finding I.B.4, above. The Council finds that LDC Chapter 4.11 does not apply to the subject proposal.

I. The Council notes that the Planning Commission relied, in part, on CCP Policy 4.11.12 in denying the proposed Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat, as noted on Attachments I-1 and I-2 of the May 23, 2008, staff memorandum to Council, and reflected in the minutes of the April 16, 2008, Planning Commission meeting. As noted previously in these findings, the Council finds that, unless Comprehensive Plan Policies are considered in a request to vary from a Land Development Code standard through the Planned Development process, Comprehensive Plan Policies do not constitute applicable decision criteria. As noted previously, the Council finds that the 2006 Land Development Code, which establishes the applicable regulatory framework for the subject application, fully implements the Corvallis Comprehensive Plan. Consequently, the Council finds that CCP Policy 4.11.12 is not an applicable criterion as no variance

from an implementing standard regarding wetlands is requested in this application.

J. The Council notes that some testimony was received regarding the impact of the proposed development on flooding in the immediate area. The Council notes that testimony stated that the fill material that would be required to develop the site would worsen "sheet flooding" during flood events. The Council notes that the subject site is outside the 100-year floodplain in the area, and is therefore not subject to floodplain protections in Chapter 4.5 of the Land Development Code, which would limit or prohibit fill within the 100-year floodplain. Consequently, the Council finds that the proposed development would not exacerbate flooding events in the area, nor contribute to negative flooding events for downstream neighbors.

K. The Council notes that findings regarding LDC criterion 2.4.30.04.b.4 relate to the impact of the proposed development on adjacent locally significant wetlands. The Council notes that findings regarding compliance with that criterion are discussed later in Section VI of these supplemental findings, as a component of the analysis of compliance with applicable Subdivision requirements in LDC Chapter 2.4. The Council finds, that based on the preceding information and analysis in Findings II-A through II-I above, and as conditioned, the subject application complies with all applicable requirements for a Conceptual and Detailed Development Plan regarding natural features and natural hazards.

III. Compatibility

Applicable Criteria

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

a. Compatibility Factors -

1. Compensating benefits for the variations being requested;

2. Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);

3. Visual elements (scale, structural design and form, materials, etc.);

4. Noise attenuation;

5. Odors and emissions;

6. **Lighting;**

7. **Signage;**

8. **Landscaping for buffering and screening;**

9. **Transportation facilities;**

10. **Traffic and off-site parking impacts;**

11. **Utility infrastructure;**

12. **Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion);**

13. **Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards[2]; and**

14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.**

b. **Natural Resources and Natural Hazards Factors -**

1. **Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall provide protections equal to or better than the specific standard requested for variation; and**

2. **Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall involve an alternative located on the same development site where the specific standard applies.**

A. The City Council notes that the applicant responded to the applicable compatibility criteria as part of a complete application submitted for the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. The Council notes that the applicant's responses to the applicable criteria cited above are found on Attachments III-233 through III-247 of the May 23, 2008, staff memorandum to Council **(Appendix A)**.

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2 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

B. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-18 through III-84 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including (but not limited to) the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings C - W, below. The Council finds that, based on this analysis, and subject to the approved conditions of approval, the application will comply with all applicable compatibility criteria.

Compensating Benefits

C. The Council notes that the discussion of compensating benefits for requested variations to Land Development Code standards is located on Attachments III-54 through III-61 of the May 23, 2008, staff memorandum to the City Council. **(Appendix A).**The Council finds these arguments, supplemented by the discussion below, to be persuasive in demonstrating that compensating benefits will adequately compensate for the requested variations to standards.

D. The Council notes that testimony was received regarding the adequacy of parking available to serve the proposed development, and questioning the requested variations to parking standards. The Council notes that 76 on-site vehicle parking spaces will be available to serve the proposed development. The Council notes that the applicant has requested flexibility to be allowed to construct either eight fourplex units or eight senior quad units within the development. The Council notes that parking requirements for each of the two options are discussed on Attachment III-75 through III-80 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**. The Council notes that the applicant has requested to allow three required spaces for triplex units and nine required spaces for the community building to be located on public streets within the development. The Council finds this requested variation to standards is acceptable for the following reasons:

1. Approximately 29 on-street parking spaces are estimated to be available along public streets within the development. The requested variations to parking requirements would, under a "worst-case" scenario, require 14 on-street parking spaces.

2. The community building is anticipated to largely serve residents within the development, who would not be expected to drive to the building to attend events and meetings. The Council finds the requirement for additional bicycle parking at the community building (Condition 10) will adequately compensate for the lack of on-site parking at the community building. The Council finds that available on-street parking within the development site will adequately serve

the needs of visitors to the community building for the relatively few occasions on which meetings are scheduled within the building that would attract visitors from outside the development.

3. The Council notes that Comprehensive Plan Policy 7.5.5 states that, "The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces." The Council finds that the request to allow some of the required parking for the proposed development to occur on public streets within the development site is consistent with CPP 7.5.5. The Council also finds that the requested variations to parking standards will also serve to minimize the "footprint" of the proposed development within the general area, thereby minimizing impacts to nearby wetland areas.

E. The Council notes that Appendix F, Section L (Water Quality Facilities), subsection 1 of the Corvallis Stormwater Master Plan (SWMP) states as follows:

All new development and redevelopment are required to construct quality facilities to reduce the contaminants entering the storm collection and surface water systems. The stormwater facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm. This policy may require the use of a combination of water quality facilities to achieve the designed removal rate.

The Council views the requirement to remove 70 percent of the total suspended solids entering the facility as a performance standard which must be met. The Council notes that Appendix F, Section L (Water Quality Facilities), subsection 2 of the SWMP provides a list of methodologies to be used to achieve the above standard. The Council notes that each of these methodologies is an above-ground type of facility. The Council notes that the applicant has proposed the use of a water-quality manhole, which will meet the "70 percent reduction" standard noted above.

The Council notes that the 3.46-acre project site is proposed to be developed at 12.43 units/acre. The Council notes that minimum density in the RS-12 Zone is 12 units/acre. The Council notes that the type of development proposed (a mix of housing types) is intended to ensure compatibility with the surrounding development. The Council notes that the proposed mix reflects similar types of development that could be built in the nearby PD(RS-6) Zone. Single-family detached, attached, and triplexes and fourplexes are allowed, as are groups of five-unit townhouses, in the RS-6 Zone. The Council notes that the applicant has indicated that between 9,900 and 11,000 sq. ft. of Common Outdoor Open Space are required for the site, depending on the housing type choice for

lots 10 and 11. The applicant indicates that the proposal provides 11,070 sq. ft., which results in a surplus of between 70 and 1,170 sq. ft.

The Council notes that There are 2 detention facilities shown on the applicant's Site Utility Plan, referred to here as #1 and #2 **(Appendix A)**, with #1 serving the western portion of the site and #2 serving the eastern portion of the site.

The Council notes that Detention pipe #1 is show to be 160 ft long and 3 ft wide. At 3 ft deep and 3:1 side slopes, each side would have to be 9 ft wide and together 18 ft wide. Combine this with a 3 ft bottom total width is 21 ft. Length would also increase by the same 18 ft for a total of 178 ft. This would produce an area of (21 ft x 178 ft) 3,738 sq. ft. For spacial efficiency, if the pond were reconfigured to 1/3 the length but made to be 9 ft. wide, the pond would be 27 ft wide and 71 ft long. The Council notes that this would require a total area of 1,917 sq. ft.

The Council notes that Detention pipe #2 is shown as 115 ft. long and 3 ft. wide. At 3 ft. deep and 3:1 side slopes, each side would have to be 9 ft wide, with a combined width of 18 ft wide. If this were combined with a 3 ft. wide bottom, the total width would be 21 ft. Length would also increase by the same 18 ft., for a total of 133 ft. The Council notes that this would produce an area of 2,793 sq. ft. The Council notes that if the pond were reconfigured for spacial efficiency, with 1/3 the length, the pond would need to be 27 ft wide and 56 ft long. The Council notes that this would require a total area of 1,512 sq. ft.

The Council notes that together, as laid out, the total area required for open detention ponds would be 6,531 sq. ft. Reconfigured together, with 1/3 the length, the total area required for open detention ponds would be 3,429 s. ft.

The Council finds that, based on these calculations (available surplus common outdoor open space is less than the area required for the above-ground detention), requiring above-ground detention with this type of development would reduce common outdoor open space to below the standard. The Council also notes that removing a single dwelling unit from the total would reduce the density below the allowed minimum.

The Council finds that, because the detention facilities must be located underground, and because water-quality treatment facilities must be located to address their design, water quality facilities must also be subsurface. The Council notes that CCP 4.10.7 states as follows:

4.10.7 To minimize the negative impacts of development, stormwater runoff after development should be managed to produce no significant reduction of water quality than prior to development unless more appropriate provisions are identified in adopted comprehensive storm water management plans.

The Council finds that this Comprehensive Plan policy has been implemented with the 70 percent reduction of TSS standard. The Council notes that, because the subsurface water-quality facilities are a variation from the methods of meeting that standard (though the 70 percent reduction water-quality standard must still be met), compensating benefits must be identified for the design of the sub-surface treatment facility. The Council finds these compensating benefits include the following:

1. The design ensures that minimum density for the RS-12 development site is achieved in a manner that is compatible with development on surrounding RS-6 property;

2. Common outdoor open space for this affordable housing development is not required to serve multiple purposes (recreation area for occupants, stormwater detention, and water-quality treatment), which may be incompatible with each other; and

3. Maintenance (by City of Corvallis personnel) of the water-quality facility can be accomplished in an effective and timely manner.

Based on these considerations, the Council finds the use of the water-quality manhole to be an appropriate and effective method of achieving the required water-quality standard, consistent with both the purpose statements of LDC 2.5.20 and CCP Policy 4.10.7.

Basic Site Design

F. The Council notes that some testimony was presented that the proposed development would not be compatible with the surrounding wetlands in the area. The Council notes that concern was expressed regarding the impacts of pets and pedestrians from the development on adjacent wetland areas. The Council notes that some testimony stated that an open space park on the development site would be more compatible with the surrounding wetland areas than a residential development. The Council notes that the development site is zoned for Medium-High Density Residential Use with a Planned Development Overlay. The Council notes that Comprehensive Plan Map and Zoning Map Designations for the property designate the portion of the site proposed for development for Medium-High Density Residential development, with no natural hazard or natural resource overlay areas. The Council finds that, because the site is zoned for residential development, with no natural resource or natural hazard overlays, residential development of the property is consistent with the City's long term plans for the development site, as is reflected on the adopted Comprehensive Plan Map. The Council notes that a finding that residential development on the subject property would be incompatible with adjacent areas would be inconsistent with the direction provided by

the Land Development Code and Comprehensive Plan. The Council finds that anticipated impacts from the proposed development on adjacent wetland areas are not anticipated to be any different than current impacts on the adjacent wetland areas from existing development in the vicinity. The Council finds that the proposed stormwater system, as conditioned, will ensure that the water quality of adjacent wetlands is not impaired by the proposed development. The Council notes that additional findings regarding the impacts of the proposed development on the hydrology that supports the adjacent protected wetlands are found in Section VI of these formal findings, regarding compliance with LDC 2.4.30.04.b.4. Findings from that discussion are incorporated by reference as findings under the above criterion. The Council finds that Condition 34, which will limit the use of pesticides, herbicides, and fungicides within the development, will also help to minimize negative water quality impacts on adjacent wetland areas. The Council finds that Condition 2, which requires the applicant to obtain a removal/fill permit from DSL and the US Army Corps of Engineers, will ensure that the impacted wetlands will be adequately mitigated, as is required by State and Federal law. The Council finds that Condition 33, which requires the protection of the remaining City-owned wetlands in the area, will help to ensure that the adjacent wetlands will remain healthy. The Council notes that a future management program for the wetlands would likely include elements to discourage negative impacts to the wetlands from adjacent residents.

G. The Council notes that testimony was received that the entire Seavy Meadows development plan should be considered in the subject Major Modification to a Conceptual and Detailed Development Plan, including the approximately 27-acres of remaining land owned by the City, which contains Locally Significant and Locally Protected Wetland areas. The Council notes that LDC Section 2.5.60.03.c states as follows regarding a Major Planned Development Modification:

Upon finding that the petition is reasonable and valid, the Planning Commission may consider the redesign in whole or in part of any Detailed Development Plan.

The Council finds that, although it is under no obligation to consider the fate of the remainder of the area originally approved for development, because this application does not propose development of that remainder, Condition 33 will adequately address the concerns raised in testimony that protection of the remaining City-owned wetlands has not been assured. The Council finds that, even absent the protection afforded to these City-owned wetlands by Condition 33, natural features protections, as embodied in Chapter 4.13 of the Land Development Code, would ensure that development within the adjacent Locally Significant Locally Protected wetlands would be largely precluded.

H. The Council notes that testimony was received that stated that development in the subject area would inevitably be plagued with cracked foundations, mold, and other problems associated with the "shrink-swell" soils of the area and the surface water hydrology of the area. The Council notes that these issues are addressed by the applicant on Attachment IV-80 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**, on page 286 of the June 2, 2008, City Council minutes **(Appendix D)**, and on pages 22 and 23 of the June 13, 2008, staff memorandum to the City Council **(Appendix B)**. The Council finds these arguments to be persuasive in establishing that the proposed development will not be subject to cracked foundations, mold, and related problems. The Council finds that, through the building permit process, special construction techniques will be required if the development is to be located on poor soils that will eliminate problems that might otherwise occur. The Council finds that, because mold problems are typically caused by construction flaws rather than site-specific factors, these problems are not inevitable, and are not anticipated within the proposed development.

I. The City Council notes that the subject proposal includes the construction of two private alleys that will provide direct access to the multifamily dwellings in either portion of the site. The Council notes that the applicant requested permission to rely on NE Jasper Street and NE Sorrel Place to provide some of the vehicular parking spaces required for the proposal. The Council notes that the private alleys, NE Jasper Street, and NE Sorrel Place are also intended to provide emergency vehicle access to the proposed development. The Council notes that Condition of Approval 12 was imposed to ensure that vehicular parking was prohibited within either alley, along the south side of NE Sorrel Place, and along the east side of NE Jasper Street so that emergency vehicle access is not impeded. The Council finds that the Condition of Approval ensures that the proposed site design achieves consistency with applicable LDC criteria and fire access requirements.

J. The Council notes that testimony was received that low income housing is associated with a higher incidence of drug usage and violence in an area. The Council notes that testimony was received that approval of the development would allow more people to live in Corvallis, thereby creating negative environmental impacts. The Council is not persuaded that there is a relationship between low income housing and socially undesirable conditions. In any event, the Council finds that these issues do not relate to any applicable decision criteria. The Council finds that affordable housing needs in the community are documented in the findings of sections 9.4 and 9.5 of the Comprehensive Plan. The Council finds that specifically, Comprehensive Plan Policy 9.5.1 calls for the dispersion of affordable housing options for various income groups throughout the City. The Council finds that the provision of affordable housing within the community is consistent with Statewide Planning Goal 10. The Council

also finds that accommodating future growth of the community is mandated by Oregon's Statewide Planning program, and that prohibiting individuals from living in Corvallis would be inconsistent with Federal Fair Housing laws, as well as with State Housing Laws, and with numerous regulations and policies of the City of Corvallis.

K. The Council notes that testimony was received regarding compliance with the Solar Access requirements of LDC 4.6.30. The Council notes that analysis of compliance with the solar access performance standards is found on Attachments III-53 through III-54 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**. The Council finds that at least 80 percent of the single family dwellings within the development will accommodate solar exposure for 30 lineal feet of the ground floor of each structure, as demonstrated by the 24" X 36" plans submitted for staff analysis as part of the application. The Council also finds that a minimum roof area of 100 square feet will be retained on these structures for solar access, in compliance with the applicable standard. The Council finds that solar access protection is accomplished for at least 80 percent of the duplex, triplex, and multiplex buildings at the required amount of 15 lineal feet per ground floor unit. Based on these findings, and the findings contained in the May 23, 2008, staff memorandum to the City Council, the Council finds all applicable solar access requirements are met.

Visual Elements

L. The City Council notes that the applicant submitted 'typical' building elevations and building floor plans to demonstrate how consistency with the visual compatibility criterion could be achieved with compliance with the Pedestrian Oriented Design Standards (PODS) within Chapter 4.10 of the LDC. The Council notes that the applicant has requested to vary from POD standards, as noted in Findings C - E regarding Compensating Benefits. The Council finds that those variations are acceptable, as is detailed in that analysis and referenced findings. With the exception of these requested variations, the Council notes that Condition 6 will require all buildings within the development to comply with POD standards. The Council notes that Condition 3 will require compliance with applicable RS-12 Zoning District requirements, except for noted variations discussed and approved in the Compensating Benefits portion of these findings. The Council notes that Condition 13 will require the applicant to maintain certain design elements that have been proposed as part of the subject application, to ensure the visual compatibility of the development. The Council finds that the applicable POD standards, which include requirements for design variety in all proposed building types within the development, along with applicable Medium-High Density Zoning District requirements, such as standards for building height, setbacks, lot coverage, and open space, as well as compliance with Condition 13, will result in a development that is visually compatible with its surroundings.

Noise Attenuation, Odors and Emissions, Lighting, and Signage

M. The Council notes that findings regarding noise attenuation, odors and emissions, lighting, and signage are to be found in Attachment III-66 through III-67 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**. The Council finds that these findings, along with Conditions 14, 15, and 29, will ensure that the above listed elements will be compatible with surrounding areas.

Landscaping for Buffering and Screening

N. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-55, and III-67 through 74 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including (but not limited to) the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Finding O, below. The Council finds that, as modified by Conditions 4 and 8, the proposed development complies with applicable requirements regarding buffering and other required landscaping.

O. The City Council notes that the applicant requested to vary from LDC 4.2.30(a), Table 4.2-2 to allow the use of large canopy trees planted adjacent to a parking area to satisfy the referenced criteria, as described on Attachments III-55 and III-70 of the May 23, 2008, staff memorandum to Council. The Council notes that the applicant proposed benefits to compensate for the requested variance, as described on Attachment III-55 of the May 23, 2008, staff memorandum to Council. The Council finds that the proposed conceptual landscape plan, with three large-canopy trees and five medium-canopy trees adjacent to the parking area, complies with the applicable LDC requirements without need of a variation from the requirements.

Transportation Facilities

P. The Council notes that findings regarding transportation facilities are located later in these supplemental findings, under the category of "Circulation." The Council adopts those findings by reference as findings under the above criterion. This criterion is satisfied.

Traffic and Off-site Parking Impacts

Q. The Council notes that the applicant submitted a Traffic Impact Analysis (TIA) for the proposed development, which can be found in Attachments III-342 through III-357 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**. The Council notes that staff review of the TIA can be found in Attachment III-88 of the May 23, 2008, staff memorandum to

the City Council. The Council notes that testimony was presented that the proposed development would create unacceptable traffic impacts on surrounding streets in the area. The Council notes that the applicant's TIA anticipates that the development would produce 54 PM peak hour trips. The Council notes that the applicant conducted a trip distribution analysis and a Level of Service (LOS) analysis four the four intersections that would be most affected by the proposed development. These intersections are the intersections of NE Conser Street with NE Jasper Street, NE Seavy Avenue, and NE Walnut Boulevard, as well as the intersection of NE Walnut Boulevard with NE Circle Boulevard. The Council notes that the LOS analysis found that none of the affected intersections would experience impacts that would cause their LOS to fall. Consequently, the Council finds that no mitigation is required due to traffic impacts from the development.

The Council notes that testimony was presented that the speed of existing traffic along NE Conser Street is unacceptable, and would be made worse by the proposed development. The Council finds no reason to believe that the proposed development would result in higher traffic speeds along NE Conser Street.

R. The City Council notes that the applicant proposed to construct each of the three triplex buildings on a single lot (Lot 12), as shown on Attachments III-322 and III-325 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that some of the vehicular parking spaces required for these units were arranged as "tandem parking", as described on Attachment III-78 of the May 23, 2008, staff memorandum to Council. The Council notes that the City of Corvallis, Development Services Division recently issued an Update to the City's Off-Street Parking and Access Standards that clarifies situations in which tandem parking is allowed, as described on Attachment III-166 of the May 23, 2008, staff memorandum to Council. The Council notes that the Update states that tandem parking is allowed for the following residential building types: Single Detached, Single Detached (Zero Lot Line), Duplex, Single Attached (Zero Lot Line), Attached (no more than three dwelling units), and Manufactured Homes. The Council notes that, as proposed, Lot 12 contains 9 attached dwelling units. The Council notes that, in this configuration, tandem parking is not allowed. The Council notes that Condition of Approval 16 was imposed to remedy this situation by requiring each of the triplex buildings to be constructed on a separate lot. The Council notes that Staff determined it is possible to divide Lot 12 into three lots without jeopardizing compliance with either the applicable RS-12 zone development standards (i.e., setbacks and usable yard area) or the LDC Chapter 4.4 platting standards. The Council finds that the Condition of Approval adequately addresses and ensures compliance with the applicable vehicular parking requirements set out in LDC criteria referenced herein and cited above.

S. The Council notes that findings regarding the requested variations to parking requirements are discussed under items III-C and III-D of these supplemental findings. The Council hereby adopts those findings by reference as findings under the above parking criterion. The Council notes that, with the exception of these requested variations, buildings within the development will be served by parking that is located upon the same lot, in compliance with LDC requirements. The Council notes that findings regarding compliance with applicable parking requirements are found on Attachments III-75 through III-82 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**, as well as on pages 19-21 of the June 13, 2008, staff memorandum to the City Council **(Appendix B)**. The Council finds that, as conditioned, the proposed development will not create negative off-site parking impacts.

Utility Infrastructure

T. The Council notes that findings regarding utility infrastructure are located later in these supplemental findings, under the category of "Public Facilities and Services." The Council adopts those findings by reference as findings under the above criterion. This criterion is met.

Effects on Air and Water Quality

U. The Council notes that testimony was received regarding the impact of the proposed development upon water quality in the area, and specifically upon the quality of the water that sustains the neighboring Locally Significant and Locally Protected Wetlands. The Council notes that findings regarding the impact of the proposed development are found in Attachments II-1 through II-47, III-82, III-95 through III-97, and pages 7 through 12 of the May 23, 2008, staff memorandum to the City Council **(Appendix A)**, pages 16 and 17 of the June 13, 2008, staff memorandum to the City Council **(Appendix B)**, and on pages 3-22 of the June 16, 2008, staff memorandum to the City Council **(Appendix C)**. The Council notes that a full discussion of compliance with applicable water quality criteria is located in the Public Facilities and Services portion of these supplemental findings. The Council finds that the proposed development will not have a negative effect upon water quality and adopts findings from the Public Facilities and Services section of these supplemental findings by reference as findings under the above criterion.

Pedestrian Oriented Design Standards

V. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-28 through III-53, III-57 through III-58, III-60 through III-61, and III-83 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council notes that Conditions 6 and 7 will ensure that applicable POD standards are met,

with the exception of variations to the POD standards approved through the Planned Development process. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Council finds that, as conditioned or appropriately varied through the Planned Development process, all applicable POD standards are met.

Natural Resources and Natural Hazards

W. The Council notes that findings regarding applicable criteria related to natural resources and natural hazards are located in Section II of these supplemental findings, under the category of "Natural Resources and Natural Hazards." The Council adopts those findings by reference as findings under the above criterion. This criterion is met, as conditioned.

IV. Circulation

Vehicular Circulation

A. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-58 through III-59, III-84 through III-88 of the May 23, 2008, staff memorandum to City Council. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings B - F, below. The Council finds that, based on these analyses, proposed vehicular circulation serving the development will comply with applicable standards.

B. The City Council notes that the subject site has frontage on three public streets; NE Conser Street, NE Jasper Street, and NE Sorrel Place. The Council notes that NE Conser Street is designated as a Collector street in the Corvallis Transportation Master Plan, and that NE Jasper Street and NE Sorrel Place are classified as Local streets. The Council notes that none of these streets is currently improved to the design standards of each respective transportation facility classification. The Council notes that improvements including, but not limited to, setback sidewalks and planter strips will be constructed as part of the proposal, which will bring each of the streets fronting the subject site into compliance with the current design standards for each respective transportation facility classification, as conditioned. The Council finds that Conditions of Approval 18, 19, and 20 adequately address the necessary improvements and ensure that the improvements will be completed as part of the subject proposal, consistent with applicable LDC criteria.

C. The City Council notes that two private alleys will be constructed as part of the subject proposal to facilitate circulation through the site and provide

direct vehicular access to dwelling units constructed consistent with the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat. The Council notes that these alleys will be built consistent with City of Corvallis design standards, as required by Condition of Approval 21. The Council finds that, as conditioned, the proposed design of the alleys is consistent with the applicable CCP and LDC criteria cited above.

D. The City Council notes that the applicant requested to vary from LDC Section 4.0.60.j.2(b). The Council notes that a discussion of the reasons for this variance and the compensating benefits offered by the applicant is provided on Attachments III-59 and III-87 of the May 23, 2008, staff memorandum to Council, consistent with LDC 2.5.20(h). **(Appendix A).** The Council finds that the Incorporated Findings adequately address this variance, and, as conditioned, that the subject proposal is consistent with the applicable CCP and LDC criteria referenced herein and cited above.

E. The City Council notes that some public testimony raised concerns about increases in vehicular traffic along NE Conser Street as a result of the subject proposal. The Council notes that the applicant completed a Traffic Impact Analysis (TIA) and an associated trip distribution analysis to quantify the potential increase and distribution of vehicular traffic generated by the subject proposal. The Council notes that these analyses were completed consistent with methodologies used by the City of Corvallis for determining traffic impacts. The Council notes that the Corvallis Transportation Master Plan requires mitigation when the Level of Service (LOS) experienced at an affected intersection falls below a grade of 'D'. The Council notes that while the TIA predicted an increase in vehicular traffic, the distribution of those additional trips was insufficient to degrade existing Levels of Service at affected intersections to a grade requiring mitigation, as discussed on Attachment III-88 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council finds that the subject proposal is consistent with applicable LDC criteria cited above.

F. The City Council notes that some public testimony expressed a concern about the speed of existing vehicular traffic traveling along NE Conser Street. The Council notes that public testimony raised the issue of installing traffic calming measures along NE Conser Street as part of the subject proposal. The Council notes that members of the Council asked Staff to clarify what options, if any, existed for installing such measures, as reflected on Page 4 of the June 13, 2008, staff memorandum to Council **(Appendix B)**. The Council notes that traffic calming measures are currently discouraged on Collector streets through an adopted Council Policy. The Council finds no reason to believe that the proposed development would result in higher traffic speeds along NE Conser Street. The Council finds that, as improved through the subject proposal, NE

Conser Street will adequately function as a Collector street, consistent with the Corvallis Transportation Master Plan and applicable LDC criteria.

Pedestrian Circulation

G. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-88 through III-90 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings H - K, below. The Council finds that, based on these analyses, proposed pedestrian circulation serving the development will comply with applicable standards.

H. The City Council notes that the subject site has frontage on three public streets; NE Conser Street, NE Jasper Street, and NE Sorrel Place. The Council notes that NE Conser Street is designated as a Collector street in the Corvallis Transportation Master Plan, and that NE Jasper Street and NE Sorrel Place are classified as Local streets. The Council notes that none of these streets is currently improved to the design standards of each respective transportation facility classification. The Council notes that improvements including, but not limited to, setback sidewalks and planter strips will be constructed as part of the proposal, which will bring each of the streets fronting the subject site into compliance with the current design standards for each respective transportation facility classification, as conditioned. The Council finds that Conditions of Approval 18, 19, 20, and 22 adequately address the necessary improvements and ensure that the improvements will be completed as part of the subject proposal, consistent with applicable LDC criteria.

I. The Council notes that the subject proposal benefits from the required public pedestrian facility improvements, as discussed on Attachments III-90 through III-91 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that the majority of these improvements will occur along Local streets that are internal to the overall site. The Council notes that no off-site improvements are required of the applicant as part of the subject proposal. The Council finds that a nexus exists for requiring pedestrian facility improvements to be completed as part of the subject proposal, and that the improvements described herein are roughly proportional to the subject proposal, as explained in Attachment III-90 of the May 23, 2008, staff memorandum to Council.

J. The Council notes that the applicant proposed to construct a private sidewalk along the north and west side of the easterly alley. A portion of the proposed sidewalk would be separated from the face of a garage of one of the existing four-unit attached dwellings by approximately one (1) foot, as described on Attachment III-90 of the May 23, 2008, staff

memorandum to Council. The Council notes that while the applicant proposed the private sidewalk to increase pedestrian connectivity through the site and to diminish the likelihood that pedestrians would walk within the alley, thus sharing travel space with vehicles, the subject sidewalk is not a required component of the approved alley design standards contained in LDC 4.0.60(j). The Council notes that the minimal separation distance between the proposed sidewalk and the face of the garage presents a safety hazard due to limited visibility between a vehicle backing out of the garage and pedestrians that may be traveling along the sidewalk. The Council finds that Condition of Approval 22 adequately addresses this safety conflict and ensures consistency with applicable LDC criteria.

K. The Council notes that some public testimony raised the issue of completing a missing section of public sidewalk along the west side of NE Conser Street as part of the subject proposal. The Council notes that members of the Council also asked staff about the potential of constructing this section of sidewalk, as reflected on Page 5 of the June 13, 2008, staff memorandum to Council **(Appendix B)**. The Council notes that the missing section of public sidewalk is on the opposite side of NE Conser Street from the subject site, and that the end of the missing segment nearest to the subject site is over 700 feet away from the boundary of the proposal. The Council notes that a continuous sidewalk exists on the south and east side of Conser Street from Angelee Place to Walnut Boulevard, thereby serving residents of the proposed development. The Council notes that construction of a sidewalk along the north and west side of NE Conser Street would likely impact some of the Locally Significant and Locally Protected wetlands that exist in the area to the north and west of NE Conser Street. The Council finds that requiring the off-site sidewalk improvement on the north and west side of NE Conser Street would not be roughly proportional to the impact of additional pedestrians from the proposed development on sidewalks and other walking areas in the vicinity. The Council finds that the pedestrian improvements proposed within the development site, in conjunction with existing sidewalk improvements along the south and east sides of NE Conser Street will adequately accommodate pedestrians in the area, in compliance with applicable requirements.

<u>Bicycle Facilities</u>

L. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-88 through III-90 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings M - N, below. The Council finds that, based on these analyses, proposed and existing

bicycle circulation infrastructure serving the development will comply with applicable standards.

M. The City Council notes that the subject site has frontage on three public streets; NE Conser Street, NE Jasper Street, and NE Sorrel Place. The Council notes that NE Conser Street is designated as a Collector street in the Corvallis Transportation Master Plan, and that NE Jasper Street and NE Sorrel Place are classified as Local streets. The Council notes that, consistent with LDC Table 4.0-1 – Street Functional Classification System, Collector streets include 6 foot-wide bike lanes. However, the Council notes that Footnote 3 of the same table lists a width of 5 feet as the minimum safe width. The existing bike lanes along NE Conser Street are 5 feet wide and the overall roadway width matches the minimum width required for a City-standard Collector street. The Council notes that NE Jasper Street and NE Sorrel Place are Local streets according to the Transportation Plan. The Council notes that LDC Table 4.0-1- Street Functional Classification System, specifies that bikes and vehicles are to share the roadway along Local streets. The Council notes that both NE Jasper Street and NE Sorrel Place are currently constructed with a pavement width of 28 feet, consistent with the design standards for a Local Street. The Council finds that no additional in-street bicycle facilities are required for the proposed development to be consistent with the LDC criteria referenced herein and cited above.

N. The Council notes that some public testimony raised concerns about decreased safety for bicyclists traveling along NE Conser Street as a result of the subject proposal. The Council notes that adequate bicycle facilities exist along NE Conser Street, as concluded in Finding M, above. The Council notes NE Conser Street is designated as a Collector street in the Corvallis Transportation Master plan, and as such, is intended to carry a certain volume of vehicular traffic. The Council notes that a TIA was submitted for the subject proposal. The Council finds that, based on the conclusions presented in the TIA regarding traffic volume and distribution, the existing bicycle facilities along NE Conser Street are consistent with the safety expectations for a Collector street.

Transit Facilities

O. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachment III-91 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Finding P, below. The Council finds that, based on these analyses, proposed and existing transit facilities serving the development will comply with applicable standards.

P. The City Council notes that the subject site has frontage on NE Conser Street and NE Jasper Street. The Council notes that a route of the Corvallis Transit System uses NE Conser Street, as described on Attachment III-91 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that a transit shelter is currently located at the southwest corner of the intersection at NE Conser Street and NE Jasper Street. The Council notes that the applicant has requested to rely on the proximity of the site to this transit facility as a means for reducing the minimum required amount of on-site vehicle parking. The Council notes that, consistent with public improvement standards, the applicant is required to reconstruct the existing sidewalk along the south side of NE Conser Street. The Council notes that a paved connection between public sidewalk and transit shelter pads is a component of public improvements required as part of the subject proposal. The Council finds that Condition of Approval 23 adequately addresses this requirement and ensures that the subject proposal is consistent with applicable LDC criteria.

V. Public Facilities and Services

A. The City Council notes that findings and applicable criteria related to public facilities and services are presented on Attachments III-91 through III-98 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including (but not limited to) the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings B - O, below. The Council finds that, based on these analyses and as conditioned, proposed public facilities and services serving the development will comply with applicable standards.

B. The City Council notes that public water, sanitary sewer, and storm sewer lines were installed at the subject site as part of the original Seavey Meadows development project, as discussed on Attachments III-91 through III-98, and III-309 through III-310 of the May 23, 2008, staff memorandum to Council. The Council notes that the applicant proposed to abandon some of these existing utility lines in place, or remove them where the proposed new structures would otherwise be constructed on top of them. The Council notes that Condition of Approval 24 addresses how these existing utility lines should be handled through the development process. The Council finds that the Condition of Approval adequately addresses City engineering standards and applicable State law regarding the abandonment of utility lines.

Water

C. The City Council notes that the applicant proposes to install a new public waterline within the eastern alley. The Council notes that the proposed alignment of the new waterline was inconsistent with City engineering

standards for separation of utilities and conflicts with street trees, as described on Attachment III-94 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that Condition of Approval 25 requires an alternate alignment that is consistent with the applicable City engineering standards. The Council finds that the Condition of Approval adequately addresses City engineering standards and ensures consistency with the applicable CCP and LDC criteria cited above.

Sanitary Sewer

D. The City Council notes that the applicant proposed to construct private sanitary sewer lines to serve the proposed multifamily dwellings. The Council notes that LDC 4.0.70(f) contains criteria used to determine whether private utilities are permissible. The Council finds that the applicant has demonstrated consistency with criteria from LDC 4.0.70(f).

Storm Drainage

E. The City Council notes that the applicant proposed to construct private storm sewer lines within the proposed private alleys. The Council notes that LDC 4.0.70(f) contains criteria used to determine whether private utilities are permissible. The Council finds that the applicant has demonstrated consistency with criteria from LDC 4.0.70(f).

F. The City Council notes that the applicant proposed to install and construct private stormwater detention facilities and private water quality systems to address development requirements discussed in Findings G - M. The Council notes that, although the applicant has demonstrated consistency with LDC 4.0.70(f), the City Engineer would prefer underground detention and water quality systems to be public when associated with residential subdivisions that will end up under multiple ownerships. The Council notes that Condition of Approval 29 was imposed to ensure that the proposed stormwater detention and water quality facilities are public, and not private, to assure proper maintenance and functionality of the system. The Council finds that the Condition of Approval adequately addresses the long term maintenance and functionality of the stormwater system and ensures consistency with the applicable CCP and LDC criteria cited above.

G. The City Council notes that the proposed development will create more than 25,000 square feet of impervious surface area. The Council notes that LDC 4.0.130(b) requires the implementation of stormwater detention facilities when more than 25,000 square feet of impervious surface area is constructed on a site, as described on Attachment III-96 of the May 23, 2008, staff memorandum to Council and the June 16, 2008, staff memorandum to Council at Pages 2 through 5. The Council notes that Condition of Approval 27 was imposed to address consistency with

applicable LDC criteria. The Council finds that the Condition of Approval adequately addresses the provision of stormwater detention facilities and ensures consistency with applicable LDC criteria.

H. The City Council notes that, under the terms of LDC 4.0.70.e, all public utility installations required with development must conform to the City's adopted facilities master plans. The Council notes that the relevant facility master plan that addresses drainage and storm water is the 2002 Corvallis Storm Water Master Plan. The Council notes that the 2002 Corvallis Storm Water Master Plan was adopted by the City Council as a supporting document for the Comprehensive Plan. The Council notes that the 2002 Corvallis Storm Water Master Plan is referenced in Comprehensive Plan Article 10, Section 10.9 – Supporting Documents. The Council notes that Appendix 'F' of the Storm Water Master Plan is a technical memorandum that updated the City's stormwater development standards and provides the design standards for dealing with stormwater quantity and quality. The Council notes that facilities intended to capture, treat, or transmit stormwater to the public system must meet these design standards. The Council notes that LDC 4.0.130(b) references the Corvallis Design Criteria Manual. The Council notes that, Appendix 'F' specifically modifies the City of Corvallis Design Criteria Manual for Storm Drainage. The Council notes that within the standards, the design professional is also directed to the criteria established in the most recent version of the King County, Washington Surface Water Design Manual. The Council notes that Condition of Approval 27 requires the applicant to design stormwater detention facilities consistent with both criteria outlined in Sections IV.K.3 and IV.K.4 of Appendix 'F' of the Storm Water Master Plan **(Appendix H)**, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual. The Council finds that the Condition of Approval adequately addresses the provision of stormwater detention facilities and ensures consistency with applicable LDC criteria referenced herein.

I. The City Council notes that stormwater facility design standards contained in the Corvallis Design Criteria Manual require detention facilities to be designed to maximize stormwater infiltration. The Council notes that while open above ground detention facilities are the preferred alternative for reasons described on Attachment III-96 of the May 23, 2008, staff memorandum to Council **(Appendix A)**, other types of detention facilities are permitted to address site characteristics. The Council notes that the applicant has proposed to construct subsurface detention facilities, as described on Attachment III-309 of the May 23, 2008, staff memorandum to Council and at Page 3 of the June 16, 2008, staff memorandum to Council. The Council notes that the subject development includes a mixture of housing types at the minimum density allowed in the RS-12 zone, as well as several Common Outdoor Open Space areas, as described at Page 3 of the June 16, 2008, staff memorandum to Council.

The Council notes that, with this combination of development attributes, it is not possible to design and construct open, above-ground detention facilities on the site without either decreasing the total amount of Common Outdoor Open Space area to less than required in the RS-12 zone, or eliminating a dwelling unit from the proposed development plan, which would result in a dwelling density below the minimum required in the RS-12 zone, as described at Pages 3 through 4 of the June 16, 2008, staff memorandum to Council **(Appendix C)**. The Council notes that allowing water to flow laterally out of subsurface storm sewer pipes to facilitate infiltration can cause the structural subgrade of streets and alleys to prematurely deteriorate if soils do not support adequate rates of infiltration. The Council notes that the soil type found within the development site would not support a significant amount of infiltration. Thus, the Council finds that, given the characteristics of the development, the proposed oversized subsurface detention facilities are consistent with the goal of maximizing infiltration, as discussed at Page 4 of the June 16, 2008, staff memorandum to Council.

J. The City Council notes that the proposed development will create more than 5,000 square feet of new pollution-generating impervious surface area. The Council notes that the Corvallis Off-street Parking and Access Standards require the implementation of stormwater quality facilities when more than 5,000 square feet of new pollution-generating impervious surface area is constructed on a site, as described on Attachment III-96 of the May 23, 2008, staff memorandum to Council **(Appendix A)** and the June 16, 2008, staff memorandum to Council at Pages 5 through 7 **(Appendix C)**. The Council notes that the Corvallis Off-street Parking and Access Standards require that water quality facilities are designed consistent with criteria contained in the most recent version of the King County, Washington, Surface Water Design Manual. The Council notes that Condition of Approval 28 was imposed to address consistency with the Corvallis Off-street Parking and Access Standards and applicable LDC criteria. The Council finds that the Condition of Approval adequately addresses the provision of stormwater quality facilities and ensures consistency with the Corvallis Off-street Parking and Access Standards and applicable LDC criteria.

K. The City Council notes that the applicant proposed to use private water quality manholes (a.k.a. "Baysaver" manholes) to address water quality requirements for the proposed development, as noted on Attachments III-96 and III-309 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that the criteria contained in the Corvallis Off-street Parking and Access Standards list vegetated swales, water quality ponds, sedimentation ponds, water quality inlets, and infiltration facilities as acceptable water quality facilities. The Council notes that the applicant has requested to vary from this design criteria by using the aforementioned water quality manholes. The Council notes that

the water quality treatment standards contained in Section IV.L.1 of Appendix "F" of the Stormwater Master Plan **(Appendix H)** require that water quality facilities are designed to remove 70 percent of the total suspended solids entering the facility during the specified water quality design storm, as described at Pages 5 and 6 of the June 16, 2008, staff memorandum to Council **(Appendix C)**. The Council notes that Condition of Approval 28 requires the applicant to meet the water quality performance standard listed above. In order to meet this standard with a water quality manhole, the applicant shall submit manufacturer's specifications showing the product will meet or exceed the standard. The submittal of this information shall be concurrent with application for PIPC permits. The Council finds that the Condition of Approval adequately addresses the water quality requirements set forth in the Corvallis Off-street Parking and Access Standards, and finds that a variation to the type of water quality facility provided is warranted.

L. The City Council notes that in requesting to use an alternate type of water quality facility, the applicant must provide benefits to compensate for the variance, as required through LDC 2.5.40.04.a(1). The Council notes that the proposed compensating benefits are summarized at Page 7 of the June 16, 2008, staff memorandum to Council **(Appendix C)** and are further discussed in Finding III-E. The Council finds that the proposed benefits are adequate to compensate for the requested variance because, as conditioned, the proposal results in a design that achieves the intent of the standard(s) being varied, consistent with LDC 2.5.20(h).

M. The City Council notes that some public testimony raised concerns about the placement of fill on the site in conjunction with the subject proposal might worsen sheet-flow flooding on adjacent developed properties. The Council notes that one component of the stormwater facilities design criteria is that stormwater draining from the site match the pre-development flow rates based on the two-year, five-year, and 10-year, 24-hour design storms, as required by Condition of Approval 27. The Council finds that, given this Condition of Approval, the placement of fill will not result in a potential increase in flooding on adjacent properties related to sheet-flow.

Street Lights

N. The City Council notes that the subject site has frontage on three public streets; NE Conser Street, NE Jasper Street, and NE Sorrel Place. The Council notes that an insufficient number of street lights are currently installed along these streets to satisfy the standards established by the City Engineer, as described on Attachment III-97 of the May 23, 2008, staff memorandum to Council. The Council notes that Condition of Approval 30 requires the applicant to install five (5) additional street lights at specific locations along these streets. The Council finds that the

Condition of Approval adequately addresses the provision of street lights, as required by LDC 4.0.60(q), and ensures consistency with the applicable CCP and LDC criteria referenced herein and cited above.

Franchise Utilities

O. The City Council notes that existing franchise utilities (e.g., gas, electric, and telephone lines) are located within the immediate vicinity of the subject site. The Council notes that the applicant has proposed to construct public waterlines and storm sewer facilities located within private property. The Council notes that LDC 4.0.100(a) and (b) require the granting of utility easements when either public utility lines or franchise utility lines will cross private property. The Council notes that Conditions of Approval 26 and 31 require the applicant to dedicate such easements through the proposed Major Subdivision Replat. The Council finds that the Conditions of Approval adequately address the provision of utility easements and ensure consistency with the applicable LDC criteria referenced herein.

VI. Major Subdivision Replat

A. The City Council notes that findings in response to the applicable criteria cited above are presented on Attachments III-99 through III-104 of the May 23, 2008, staff memorandum to City Council **(Appendix A)**. The Council adopts the Incorporated Findings, including the findings and conclusions in the May 23, 2008, staff memorandum to the City Council noted above. The Incorporated Findings are supplemented by Findings B - L, below. The Council finds that, based on these analyses and as conditioned, the proposed Major Subdivision Replat complies with applicable standards.

B. The City Council notes that the subject proposal includes a Major Subdivision Replat, as described on Attachment III-99 of the May 23, 2008, staff memorandum to Council. The Council notes that 12 legal lots and three (3) tracts would be created by the proposed Major Subdivision Replat. The Council notes that Condition of Approval 16 requires that each of the proposed triplex buildings be constructed on its own lot. The Council notes that this condition has the effect of increasing the number of legal lots created by the proposed Major Subdivision Replat to 14. The Council finds that, in light of the Condition of Approval, a Major Subdivision Replat is still required to subdivide the subject site as proposed and conditioned. The Council finds that, by imposing Condition of Approval 16, the dimensions of each lot created for the purpose of constructing a triplex building will satisfy the applicable criteria from LDC 4.4.20.

C. The City Council notes that one of the existing lots effected by the subject proposal is currently owned by the Seavey Meadows Homeowner's

Association, as described on Attachment III-100 of the May 23, 2008, staff memorandum to Council and at Page 5 of the Responses to Council Questions attached to the June 13, 2008, staff memorandum to Council **(Appendix B)**. The Council notes that some of the proposed improvements will occur within the boundaries of this lot. The Council notes that Condition of Approval 32 requires the applicant to determine which legal entity will retain ownership and maintenance responsibilities of this property in the future. The Council notes that information provided in response to a question from the Council concerning this issue is presented at Page 5 of the Responses to Council Questions attached to the June, 13, 2008, staff memorandum. Given this information, the Council finds that the Condition of Approval adequately addresses the ownership and maintenance issues identified above.

D. The City Council notes that the applicant requested to vary from LDC 4.4.20.03(b), as described on Attachments III-57, III-103, and III-314. The Council notes that the applicant has provided benefits to compensate for the requested variance, as described on Attachment III-57 of the May 23, 2008, staff memorandum to Council. The Council finds that the proposed benefits are adequate to compensate for the requested variance because, as conditioned, the proposal results in a design that achieves the intent of the standard(s) being varied, consistent with LDC 2.5.20(h).

Hydrology

E. The City Council notes that the applicant provided information regarding the impact of the proposed development on the hydrology that supports adjacent Locally Significant and Locally Protected wetlands in Attachment II of the May 23, 2008, staff report to Council **(Appendix A)**. The Council notes that additional analysis of this issue was provided on pages 7 - 12 of the May 23, 2008 staff report to Council, as well as within the June 13, 2008 **(Appendix B)**, and June 16, 2008 **(Appendix C)**, staff memoranda to Council. The Council adopts the findings within Section II of this document and finds that the proposed development is consistent with LDC 2.4.30.04.b.4.

F. The Council notes that the Planning Commission relied, in part, on CCP 4.11.12 in denying the proposed Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat, as noted on Attachments I-1 and I-2 of the May 23, 2008, staff memorandum to Council, and as reflected in the minutes of the April 16, 2008, Planning Commission meeting **(Appendix A)**. The Council notes that information regarding the topography, geology, and hydrology of the subject site and the adjacent Locally Significant and Locally Protected wetlands presented to the Council on Attachments II-4 through II-47 of the May 23, 2008, staff memorandum to Council and at Pages 7 and 8 of the June 16, 2008, memorandum to Council **(Appendix C)** responds to deficiencies in the

record related to CCP 4.11.12 that were identified by the Planning Commission during its April 16, 2008, deliberations on the subject proposal. The Council finds this additional evidence compelling and is persuaded that the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat is consistent with the cited criterion, as described below in Supplemental Findings G through M, below. As noted previously, the Council finds that the 2006 Land Development Code fully implements the Corvallis Comprehensive Plan. Consequently, the Council finds that Comprehensive Plan Policy 4.11.12 is not an applicable decision criterion for the subject land use decision.

G. The City Council notes that the 3.46-acre development site is not located upslope of the adjacent wetlands. The Council notes that, as described in the applicant/appellant's hydrology report on Attachment II-13 of the May 23, 2008, staff memorandum to Council, the area is relatively flat, with stormwater ponding within the wetlands, and a general trend of stormwater sheet-flow to the east. The Council notes that due to prior development of street and utility infrastructure on the 3.46-acre site, as well as excavation of building foundations, the existing grade of the development site is generally lower than that of adjacent areas containing Locally Significant and Locally Protected wetlands, as shown on Attachment III-330 of the May 23, 2008, staff memorandum to Council. The Council notes that these constructed features have impeded the natural flow of surface water across the site and between the site and adjacent Locally Significant and Locally Protected wetlands. The Council notes that constructed streets in the area, which include NE Conser Street, to the north and west; NE Jasper Street, in the middle of the site; and NE Sorrel Place, to the south, also serve as a barrier to the surface flow of water in the area. The Council notes that new and existing infrastructure on the development site will intercept stormwater on the site and direct it into the City's storm drain system, as described on Attachments III-95 through III-97 and shown on Attachment III-331. The Council finds that, because of these factors, and the fact that adjacent wetlands are "perched," meaning that they sit above largely impervious soils, with little direct groundwater connection, it is not anticipated that the proposed development would significantly disrupt existing water flow patterns that serve the adjacent Locally Significant and Locally Protected wetlands. The Council finds that, because stormwater from the development site would be treated and released into the City's storm drain system, no detrimental change to water quality affecting the adjacent Locally Significant and Locally Protected wetlands is anticipated.

H. The Council notes that portions of the site are not physically separated from the adjacent Locally Significant and Locally Protected wetlands by existing or planned vehicular circulation areas, as shown on Attachments III-322 through III-324. The Council notes that the existing and planned elevation in these portions of the site is at or below the elevation of

adjacent Locally Significant and Locally Protected wetlands, as shown on Attachment III-330 of the May 23, 2008, staff memorandum to Council. The Council notes that formal landscaping is proposed along all portions of the site boundaries that are not occupied by either existing or planned vehicular circulation areas. The Council notes that these landscaped areas may or may not be served by surface drainage facilities that connect with the public storm sewer system. The Council notes that the proposed conceptual landscaping plan calls for the use of a mixture of turf grass, groundcover, shrubs, and trees in these areas of the site, as shown on Attachments III-326 and III-327. The Council notes that the proposed types of landscaping treatments will maintain the potential for surface water to infiltrate the ground. Nevertheless, the Council notes that Condition of Approval 34 specifically dictates how herbicides, pesticides, fungicides, and fertilizers may be used and applied within the boundaries of the site in order to minimize potential negative water quality impacts on the adjacent Locally Significant and Locally Protect wetlands. The Council finds that the Condition of Approval adequately addresses potential water quality impacts from the noted chemical sources and ensures consistency with applicable LDC criteria (with LDC 2.4.30.04.b(4) in particular).

I. The Council notes that the Planning Commission relied, in part, on LDC 2.4.30.04.b(4) in denying the proposed Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat, as noted on Attachment I-2 of the May 23, 2008, staff memorandum to Council, and as reflected in the minutes of the April 16, 2008, Planning Commission meeting. The Council notes that information regarding the topography, geology, and hydrology of the subject site and the adjacent Locally Significant and Locally Protected wetlands presented to the Council on Attachments II-4 through II-47 of the May 23, 2008, staff memorandum to Council and at Pages 7 and 8 of the June 16, 2008, memorandum to Council responds to deficiencies in the record related to LDC 2.4.30.04.b(4) that were identified by the Planning Commission during its April 16, 2008, deliberations on the subject proposal. The Council finds this additional evidence compelling and is persuaded that the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat is consistent with the cited criterion, as described below.

J. The City Council notes that LDC 2.4.30.04.b(4) states "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions." The Council notes that LDC 4.13.80(a) states that "The City's Riparian Corridors and Wetlands Map identifies two types of Wetlands within the City - 1. Locally Protected Wetlands; and 2. Non-locally Protected Wetlands." The Council notes that LDC 4.13.80(d) states that "The City Council determined that a number of the identified [Locally

Significant Wetlands] (LSWs) should be locally protected. The identified Locally Protected Wetlands (LPW), on the City's Riparian Corridors and Wetlands Map, represent the Wetlands which are to receive local protection. The Locally Protected Wetlands consist of: 1. Locally Significant Wetlands of Special Concern; and 2. Locally Protected Locally-significant Wetlands." Based on these criteria, the Council finds that the only Locally Significant Wetlands subject to Chapter 4.13 provisions are those designated as either Locally Protected Wetlands or Locally Significant Wetlands of Special Concern, as shown on the City's Riparian Corridors and Wetlands Map.

K. The City Council notes that the applicant conducted a wetland delineation for the subject site. The Council notes that the Department of State Lands (DSL) has concurred with the delineation, as noted in the May 23, 2008, letter to Kent Weiss, City of Corvallis, that was forwarded to the City Council, as reflected in the minutes of the June 2, 2008, City Council public hearing on the subject proposal **(Appendix D)**. The Council notes that a copy of the DSL-approved wetland delineation report is included in the record at Attachments III-139 through III-160 of the May 23, 2008, staff memorandum to Council **(Appendix A)**. The Council notes that the DSL-approved delineation identified additional wetland area adjacent to the northeast corner of the subject site. The Council notes that the proposed development plan will not impact the additional area of wetlands, as described on Attachment III-146 of the May 23, 2008, staff memorandum to Council.

L. The City Council notes that to accommodate proposed streets, utilities, homes, and other proposed improvements, excavation and grading within the 3.46-acre development site will be necessary. Hydrological analysis of the area confirms that the soils in the area are largely impervious, and have created a "perched" wetland sitting on top of largely impervious soils, as described at Pages 10 and 11, and on Attachments II-16 through II-19, and II-46 of the May 23, 2008, staff memorandum to Council. The Council notes that this means sub-surface water flows are not a component of the hydrology that supports the Locally Significant and Locally Protected wetlands that are adjacent to the subject site. As noted in the applicant/appellant's Hydrology Investigation, "*The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west.*" The Council notes that this means, for the most part, water that serves the Locally Significant and Locally Protect wetlands adjacent to the site falls from the sky. The Council notes that this conclusion is supported by evidence presented on Attachment II-16 ("*The weather was cloudy but dry. There had only been a trace amount of rainfall during the previous five (5) days. There had been 1.63 inches of rainfall (-2.03) inches below normal) during the preceding month of April.*") and Attachment II-17 ("*The*

ditches in the Wetland Reserve Area contained ponded water; ditches in the proposed Seavey Meadows Residential Development were dry.") of the May 23, 2008, staff memorandum to Council. The Council notes that the topography of the subject site and surrounding area is relatively flat, and that the areas of Locally Significant and Locally Protected wetlands adjacent to the site tend to be at a slightly higher elevation than the subject site. The Council finds that, because of these facts, the proposed excavation and grading activities on the 3.46-acre development site will not have a significant impact on the hydrology of surrounding Locally Significant and Locally Protected wetland areas. Additionally, the Council finds that stormwater generated on the development site will be treated and directed into the City's storm drain system, thereby avoiding the possibility of creating negative water quality impacts in adjacent Locally Significant and Locally Protected wetland areas.

M. The City Council notes that some public testimony raised concerns that the proposed grading and excavation activities would alter the existing sheet-flow hydrology observed on the subject site, thereby potentially resulting in the de-watering of adjacent Locally Significant and Locally Protected Wetlands. The Council notes that the applicant submitted a hydrology study completed by a hydrogeologist and a hydrologist who analyzed the existing hydrological relationship between the subject site and the adjacent Locally Significant and Locally Protected wetlands. The Council notes that the hydrology study was reviewed by a wetland biologist to determine potential impacts on the Locally Significant and Locally Protected wetlands that might be caused by the proposed development. The Council notes that the conclusion reached as a result of these studies was that the excavation and grading activities related to the proposed development will not result in hydrological impacts to the adjacent Locally Significant and Locally Protected wetlands, as noted in the minutes of the June 2, 2008, City Council hearing **(Appendix D)**. The Council notes that the ground surface of the subject site has already been disturbed by excavation and grading activities, the construction of building foundations, the installation of subsurface utility lines, and the construction of public streets. The Council notes that these site disturbances occur across the entire site and along a significant portion of the site's boundary with adjacent Locally Significant and Locally Protected wetlands. The Council notes that the existing four-unit attached dwelling was constructed in 1984, subsequent to the construction of NE Conser Street, NE Jasper Street, NE Sorrel Place, and the subsurface public utility lines currently found within the boundaries of the site. The Council notes that these features have been in place for more than 20 years. The Council notes that if the site receives water from the adjacent Locally Significant and Locally Protected wetlands, the existing site disturbances have already provided a conduit for surface water to drain from the on-site wetlands and the adjacent Locally Significant and Locally Protected wetlands. The Council notes that if the hypothesized "dewatering" of the wetlands were

significant, there would no longer be wetlands on and adjacent to the development site, due to the grading and excavation that occurred with the original development of the existing fourplex building, streets, and infrastructure on the development site. The Council notes that the applicant's wetland delineation, along with DSL's recent concurrence with the delineation, demonstrate that wetlands remain present on the site and in the vicinity. The Council notes that the proposed development will generally effect portions of the site that have either already been disturbed by past development activities or occur on portions of the site that are hydrologically separated from the adjacent Locally Significant and Locally Protected wetlands by existing streets or subsurface utility lines. Based on these observations, the Council finds that the proposed development will not increase the potential for water quantity impacts on the adjacent Locally Significant and Locally Protected wetlands.

VII. Miscellaneous Public Testimony Issues

A. The City Council notes that some public testimony raised concerns about the subject proposal not being consistent with the City Charter or the City of Corvallis 2020 Vision Statement. The Council notes that neither of these documents contain criteria applicable to the subject proposal.

B. The City Council notes that some public testimony referenced testimony previously presented on land use decisions related to Phase III of the Land Development Code Update. The Council notes that the subject application has been reviewed against the applicable CCP and LDC criteria formalized through Phase III of the Land Development Code Update. However, the Council notes that public testimony previously presented on Phase III of the Land Development Code Update is not germane to a decision on the subject proposal.

C. The City Council notes that some public testimony raised concerns that the record has not demonstrated consideration of compatibility between proposed uses of the site and uses of adjacent properties. The Council notes that the adjacent "uses" identified in testimony focused on the presence of Locally Significant and Locally Protected wetlands. The Council notes that the term "uses", as used in the LDC and CCP, refers to those "uses" defined in LDC Chapter 3.0. The Council finds that the presence of Locally Significant and Locally Protected wetlands is a characteristic of the adjacent properties and not a use.

D. The Council notes that some public testimony questioned the need for affordable housing in Corvallis given provisions contained in the 2006, Revised Land Development Code that require a mixture of housing types when properties that are five acres or larger are proposed for development (LDC 4.9.80). The Council notes that CCP 9.5.1 and 9.5.2 encourage the provision of affordable housing throughout the community, and that the

requirements contained in LDC 4.9.80 fully implement the referenced CCP criteria. The Council notes that LDC 4.9.80 does not place an upper limit on the amount of affordable housing that may be developed within the City of Corvallis. The Council notes that the provisions in LDC 4.9.80 have only recently been implemented and will not address all the needs for affordable housing unless and until enough property is developed under those provisions. The Council finds that, while the area of the subject site is less than five acres, developing affordable housing on the site is permitted by the applicable LDC development standards cited in the Incorporated Findings and the supplemental findings.

SUMMARY AND CONCLUSION

As the body charged with hearing appeals of a Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat decision, the City Council, having reviewed the record associated with the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat application, considered evidence supporting and opposing the application and finds that the proposal, as conditioned, adequately addresses the review criteria and is found to be consistent with the City's Comprehensive Plan, applicable sections of the Land Development Code, and other applicable approval criteria. The City Council finds that Conditions of Approval are necessary to achieve compliance with the applicable criteria, and the conditions adequately address impacts related to the development. Therefore, the appeal is APPROVED, and the City Council reverses the Planning Commission decision to deny the Major Conceptual and Detailed Development Plan Modification and Major Subdivision Replat application (PLD08-00001/SUB08-00001).

Dated: _____ _____

Charles C. Tomlinson, MAYOR

APPENDICES:

A. May 23, 2008, staff memorandum to the City Council

B. June 13, 2008, staff memorandum to the City Council

C. June 16, 2008, staff memorandum to the City Council

D. Excerpted June 2, 2008, City Council Minutes regarding a public hearing for an appeal of Seavey Meadows (PLD08-00001, SUB08-00001)

E. **Excerpted June 16, 2008, City Council Minutes regarding City Council deliberations on an appeal of Seavey Meadows (PLD08-00001, SUB08-00001)**

F. **Article 51 of the Corvallis Comprehensive Plan**

G. **Implementing Ordinances for the 2006 Corvallis Land Development Code**

H. **Appendix 'F' of the Corvallis Stormwater Master Plan**

APPENDIX A:

MAY 23, 2008, STAFF MEMORANDUM TO THE CITY COUNCIL

(Page numbering is consistent with page numbering from the original memorandum)

MEMORANDUM

TO: **Mayor and City Council**

FROM: **Ken Gibb, Community Development Director**

DATE: **May 23, 2008**

RE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

I. ISSUE

The applicant, Willamette Neighborhood Housing Services (WNHS), has submitted an application seeking approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject, 3.46-acre, site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

On April 2, 2008, the Planning Commission held a duly advertised public hearing on the request. At that hearing, the Planning Commission honored a request to hold the record open. The record was held open for one week, following which, the applicant was allowed one week to submit a final written argument. The Planning Commission reconvened on April 16, 2008, deliberated, and voted to deny the applicant's request. The Planning Commission Chair signed the Notice of Disposition from that decision on April 18, 2008, **(Attachment I)**. On April 28, 2008, the applicant/appellant appealed the Planning Commission's decision **(Attachment II)**. The applicant/appellant also granted a 21-day extension to the State's 120-Day rule to allow additional time to submit appeal materials. Additional appeal materials were received on May 20, 2008 **(Attachment II)**. A City Council public hearing has been scheduled for June 2, 2008, to consider the appeal of the Planning Commission's decision to deny the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat.

II. BACKGROUND and DISCUSSION

Site and Vicinity

The 3.46-acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place. Seavey Avenue is located immediately to the south. An existing fourplex that is surrounded by the development site was constructed consistent with the 1982 approval for Seavy Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at that time. Since that time, some of the sidewalks have buckled due to the growth of tree roots. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils in this area of Corvallis, these portions of the site have since gradually transformed into "constructed" wetlands. Other natural features found on the proposed development site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography. Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A branch of the Southern Pacific Railroad runs past the site on the west side of Conser Street. Additional residential development is located on the opposite side of the railroad tracks.

The site is designated as Residential - Medium-High Density on the Corvallis Comprehensive Plan Map, with Natural Resource Overlay Areas, as are other properties abutting the site to the south, east, and west that were also part of the original Seavey Meadows Planned Development. The Conifer Village Subdivision to the northeast is designated as Residential - Low Density, while undeveloped property across Conser Street to the north is shown as Residential - Medium Density on the Comprehensive Plan Map. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City, but is designated for Medium Density Residential Development on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Density Residential on the Corvallis Land Development Code Zoning Map, and is also subject to Planned Development and Natural Resource Overlays (PD(RS-12)). Undeveloped properties south, east, and west of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision to the northeast is zoned PD(RS-6), while the undeveloped properties to the north, across Conser Street, are zoned PD(RS-9) with Natural Resource Overlay areas. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City and therefore has no City zoning designation.

Background

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned

Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982.

Phase I of the Seavy Meadows development was initiated, which included construction of the existing portions of Jasper Street and Sorrel Place, as well as other infrastructure within the Phase I area, and the existing fourplex building on the site. However, construction of the remainder of the development faltered. When the developer defaulted on infrastructure debt service (Bancroft Bond) the City took possession of the Seavy Meadows site, with the exception of the existing fourplex at the southeast corner of Jasper Street and Conser Street.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1). This approval affected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. The City sold that portion of the Seavy Meadows development to the developer of Conifer Village. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses.

Proposal

The applicant's proposal includes two land use requests: 1) a Major Modification to a Conceptual and Detailed Development Plan and, 2) a Major Subdivision Replat.

The Conceptual and Detailed Development Plan approved for Seavy Meadows in 1982 was for a uniform development of attached fourplexes with shared private driveways. The proposed Major Modification would alter that plan to provide a mixture of single-family detached homes, duplex and triplex townhomes, and four- and five-unit multi-family dwellings on the site. Access to the dwellings would rely on the existing public streets - Conser Street, Jasper Street, and Sorrel Place - but would also involve the construction of two new private alleys. Improvements are proposed to portions of Conser Street, Jasper Street, and Sorrel Place to bring those facilities into compliance with current Corvallis Land Development Code street standards. The proposed private alleys would be located adjacent to parking areas serving the subject development, including 20 parking spaces along the alley serving the western side of the development site and 24 parking spaces along the alley serving the eastern side of the development site.

The development is proposed in two phases. Phase I would include construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. Phase II would include construction of 23 multi-family units, 9 attached townhouse units, and 4 duplex units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first. The

applicant states that required public facilities necessary to serve project phases will be provided, as needed.

The applicant has provided alternative site plans for portions of Phase II. Sheet G2 of the applicant's graphics **(Attachment III)** shows alternative layouts for Buildings 10 and 11 and for Buildings 1, 2, and 3. As depicted on Sheet G1, Buildings 10 and 11 are "quad" units, which are four, single-level dwelling units that share common central space. These units are a type of development designed specifically for senior citizens to allow some level of autonomy in a group-living type environment. If the applicant is successful in obtaining special funding for this type of use, they will build the quad units. If the applicant is unsuccessful in obtaining funding, then the fourplexes shown on Sheet G2 would be constructed. The alternative design for Buildings 1, 2, and 3 is meant to demonstrate how those units could be configured to comply with POD Standards, with main entrances to the units facing the public street, and direct pedestrian connections from the front doors of each unit to the sidewalk along the public street (Conser Drive). The applicant prefers to construct the three triplexes as depicted on Sheet G1, with main entrances facing the private alley and with the front door of each unit within 200 feet of the public sidewalk along Conser Street. The applicant argues that this allows the development to face inward, towards the community building, and allows for the creation of more clearly demarcated private open space in the yards between the units and Conser Drive.

The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI. Project amenities will include a 1,700 square foot community building and roughly 14,000 square feet of formally landscaped play areas and common areas. Parking is proposed through the use of both outdoor unassigned common spaces and private attached garages and driveways. Most of the required parking would be provided on the respective properties to be served, but the applicant requests to vary from parking standards to allow 12 of the required parking spaces to be provided on the public streets serving the development.

The 3.46-acre development site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. The City of Corvallis retains ownership of these areas and has indicated an intent to preserve the wetlands from future development. A variety of community amenities is available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center,including a grocery store, within three-quarters of a mile of the site; public transportation adjacent to the site; a middle school within a half mile; and a City park within a half mile.

The applicant has requested to vary from a number of Land Development Code requirements through the Planned Development process, and has proposed a number of compensating benefits for those variations, as shown in the following table:

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	Compensating Benefit
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	See response above.
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.

Code Variance	Compensating Benefit
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

Planning Commission Action

Specific criteria and policies that apply to the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat were addressed in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**. Specifically, pages 9-98 of the March 19, 2008, Staff Report address compliance with LDC criteria applicable to the proposed Major Modification to a Conceptual and Detailed Development plan, and pages 99-104 address compliance with LDC criteria regarding the proposed Major Subdivision Replat.

As reflected in the March 19, 2008, Staff Report to the Planning Commission, and minutes from the April 2, 2008, and April 16, 2008, Planning Commission meetings, City Staff recommended that the Planning Commission approve the applicant's requests, with

conditions. The Planning Commission reviewed the application, heard public testimony, and voted to deny the application based on findings from the April 2, 2008, and April 16, 2008, Planning Commission meetings that support the decision to deny the application **(Attachment I)**.

Appeal Issues

Land Development Code section 2.19.30.02(d) - Hearings Authority states that appeals of Planning Commission decisions shall be reviewed by the City Council. Land Development Code section 2.19.30.01(c) states that all hearings on Appeals shall be held de novo (as a new public hearing), and the Council's decision is not limited to the stated grounds for appeal. Under the terms of LDC 2.19.30.01(c), the Council is charged with reviewing the application for consistency with the relevant criteria, and the Council is not charged with reviewing the decision of the Planning Commission for errors.

The Notice of Disposition of the Planning Commission's decision to deny the Seavey Meadows application **(Attachment I)** indicates the following three reasons for the denial:

1. Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04,

2. Failure to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands," and

3. Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The Planning Commission made these determinations because Commissioners found little evidence in the record that supported compliance with these provisions. As a component of the appeal, the applicant/appellant submitted a hydrology report and wetlands analysis to provide the information that the Planning Commission found to be deficient. Following is an analysis of the appellant's rebuttal of the Planning Commission's findings, based on the referenced documents. The Planning Commission's findings are shown in **bold**, the appellant's arguments are shown in *italics*, and Staff's analyses are shown in plain text.

1. **Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a**

harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04.

"The two existing Significant Natural Features that exist on the site are wetlands and trees. The wetlands within the 3.46 acre development site were inventoried by the City and deemed to be locally significant but not locally protected. When the City's Natural Features regulations were being developed, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site and the City Council determined that approximately 5 of the 32 acres contained fewer natural features and in balancing the various needs, determined it to be locally significant, but not locally protected. At the same time, the remaining City-owned wetlands were listed as locally significant and locally protected. The wetlands slated for impact are significantly degraded in comparison to the surrounding wetland. They have been excavated and filled in the past, support limited wetland vegetation, and have had all topsoil removed. Utilities and compacted building footprints are already present within the wetlands slated for impact."

"The City's Natural Features Inventory of Significant Vegetation Areas shows no significant vegetation within the 3.46 acre development site. However, Section 4.2.20.d.1 considers trees over 8-inches in diameter to be preserved to the greatest extent practicable and integrated into the design of a development. The majority of the existing trees are cottonwoods, most of which have grown adjacent to the existing paved areas as shown in the photos on the following page. These cottonwood trees are short lived, are too close together, and are prone to decay. Therefore, the applicant has recommended removing these trees and replanting the site with trees spaced further apart and varieties more suitable to the site conditions."

The appellant is correct that the wetlands on the Seavey Meadows development site are not locally protected. Through the City Council's adoption of natural features protections, as part of the Phase III Land Development Code Update, it was specifically determined that local protections would not be applied to the wetlands on the development site, as opposed to the surrounding wetlands, which received local protection. However, in finding that significant natural features were not preserved to the greatest extent possible, the Planning Commission expressed concerns regarding the impact of the proposed development on adjacent wetlands. This is reflected in Finding #3 below, which finds that the applicant/appellant was unable to demonstrate that the proposed development would not change hydrology in the area in a way that would have a negative impact on nearby locally protected wetlands. A complete analysis of this issue is found under the analysis of Finding #3. Findings from that discussion address the above finding as well.

As noted in the March 19, 2008, Planning Commission Staff Report **(Attachment III, page 17)**, there are a number of existing trees on the site that are greater than 8 inches in diameter, which would typically be considered significant, per Land Development Code

Section 4.2.20.d. However, per LDC Section 4.2.20.c, if a site has been inventoried for natural features, and no significant vegetation areas have been identified on the site, then vegetation on the site is not protected by the Land Development Code. The applicant/appellant is not required by the Land Development Code to preserve any of the existing trees on the site, which are not considered to be a significant natural feature.

Despite this, the applicant did conduct an inventory of the existing trees on the site, which finds that, with the exception of a single Spruce tree located to the west of the existing fourplex, all the trees on the site are volunteer Black Cottonwoods. This type of tree is a short-lived species that is prone to abnormal growth and decay. The applicant proposes to remove all Black Cottonwood trees on the site, but would preserve the existing Spruce tree. The applicant notes that the proposed landscaping plan will result in a variety of tree species in greater numbers than currently exist on the site.

Staff conclude that the applicant/appellant is not required to preserve wetlands, trees, or any other significant natural feature on the development site itself. The issue of potential impacts of development on adjacent locally-protected wetlands is fully addressed under Finding #3 below, and findings from that discussion are incorporated by reference under the above Finding.

2. **Failure to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands."**

   "This policy is intended to ensure that land proposed for development does not result in detrimental impact from discharging into wetlands. It is important to note that there are existing catch basins and a 24-inch storm sewer main in Sorrel Place. The proposed development includes the installation of two Baysaver pollution control devices to filter additional runoff from the roads, alleys, and parking areas. All stormwater will be put into pipes and discharged into the City's storm drain system. Stormwater from the development will therefore comply with Policy 4.11.12, as none of the site's stormwater will be discharged into the surrounding wetlands. Since the wetlands to be impacted are currently degraded and separated hydrologically from the remaining wetlands, discharging stormwater into the City's storm drain system will not affect the hydrology of the surrounding wetlands."

The 3.46-acre development site is not located upslope of the adjacent wetlands. As noted in the applicant/appellant's hydrology report **(Attachment II)**, the area is relatively flat, with stormwater ponding within the wetlands, and a general trend of stormwater sheet-flow to the east. Due to prior development of street and utility infrastructure on the 3.46-acre site, as well as excavation of building foundations, the existing grade of the development site is generally lower than that of adjacent areas. Constructed streets in the area, which include Conser Street, to the north and west; Jasper Street, in the middle of the site; and Sorrel Place, to the south, also serve as a barrier to the surface flow of water in the area. As noted

by the applicant/appellant, infrastructure on the development site will intercept stormwater on the site and direct it into the City's storm drain system. Because of these factors, and the fact that adjacent wetlands are "perched," meaning that they sit above largely impervious soils, with little direct groundwater connection, it is not anticipated that the proposed development would significantly disrupt existing water flow patterns that serve the adjacent wetlands. Because stormwater from the development site would be treated and released into the City's storm drain system, no detrimental change to water quality affecting the adjacent wetlands is anticipated.

Staff conclude that the proposed development is not located upslope of adjacent wetlands, as specified in Comprehensive Plan Policy 4.11.12. Additionally, Staff conclude that the proposed development would not significantly disrupt existing water flow patterns that serve the adjacent wetlands, and would not create a detrimental change to water quality affecting the adjacent wetlands.

3. **Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

   "It is important to understand the relationship of these two significant sites in regards to hydrology. The development site is physically separated from the surrounding wetlands by roads that include Conser Avenue, Jasper Street and Sorrell Place. To better describe hydrological impacts along the limited areas not bounded by streets, the applicant has retained the services of a hydrologist who is working with the projects wetland consultant."

The appellant has submitted a Hydrology Investigation, prepared by hydrologists, and an associated technical memorandum, prepared by a wetland biologist **(Attachment II)**. The Hydrology Investigation makes a number of findings, including the following:

1. The development site and adjacent areas are relatively level, with a general drainage pattern that sheet-flows to the east, towards Steward Slough/Sequoia Creek. Although agricultural activities, fill placement, and historic site excavation have altered the topography somewhat in this general area, the general drainage pattern remains sheet-flow to the east in most areas.

2. Ground water levels in nearby water wells along Seavy Avenue are between 10 and 20 feet below ground surface. Test pits dug on the site in 2007 to a depth of 8.6 feet did not encounter water. Site observations suggest that, "*the shallow surficial soils do not readily release water to depressions/excavations, and that the water within the northwest-southeast trending ditches and along the railroad tracks result from interception/collection of surface water run-off perched by the extremely low permeability soils.*" In other words, the soil in this area appears to be largely

impermeable, which results in a "perched wetland" sitting above the impervious soil layer.

3. The report states that, "*The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west.*" In other words, the wetlands appear to be hydrated almost entirely from precipitation, with little evidence of significant sheet flow of water onto the site. Because the wetlands are perched, ground water would not typically replenish the wetlands.

The technical memorandum prepared by the appellant's wetland biologist **(Attachment II)** comments on the Hydrology Investigation and makes the following findings:

> *"The resultant hydrology report was consistent with our opinion that the hydrology of the adjacent wetlands would remain unaffected by the proposed development. The wetlands at Seavey Meadows are composed of a perched water table that is primarily precipitation driven as the water collects on top of poorly drained clay soils. The report identifies that there is a limited sheet flow occurring within the Seavey Meadows wetlands, as there is very little elevation change throughout the area. The impacted wetlands are further disconnected hydrologically from the adjacent areas, as they are surrounded by roads and fill. If the development site surface water is redirected to the storm sewer system, this will have no effect on the adjacent wetlands since they are currently not receiving any sheet flow from these areas."*

Staff have reviewed the submitted materials in relation to the decision criterion in question (LDC 2.4.30.04.b.4). That criterion is as follows:

> **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

Excavation and grading will be a necessary component of the proposed development. To accommodate proposed streets, utilities, homes, and other proposed improvements, excavation and grading within the 3.46-acre development site will be necessary. Hydrological analysis of the area confirms that the soils in the area are largely impervious, and have created a "perched" wetland sitting on top of largely impervious soils. This means that sub-surface water flows are not a component of the hydrology that supports wetlands in this area. As noted in the applicant/appellant's Hydrology Investigation, "The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west." This means that, for the most part, water that serves the wetlands in the area falls from the sky. Because of this, the applicant's proposed excavation and grading on the 3.46-acre development site would not have a significant impact on the hydrology of surrounding areas. Stormwater that falls on the development site

will be treated and directed into the City's storm drain system, thereby avoiding the possibility of creating negative water quality impacts in adjacent wetland areas. Based on the submitted materials, information, and analysis from the applicant/appellant's hydrologist and wetland biologist, Staff conclude that the proposed development will not have a negative impact on the hydrology of the area, as described in the above criterion.

Conclusion

The Planning Commission made three findings to support its decision to deny the Seavey Meadows application: 1) the proposed development fails to preserve existing Significant Natural Features and landscape features and amenities to the greatest extent possible; 2) the proposed development fails to comply with Comprehensive Plan Policy 4.11.12, which relates to development "upslope" of wetlands; and 3) the proposed development fails to comply with LDC 2.4.30.04.b.4, which regards negative hydrological impacts to wetlands and riparian corridors.

Staff find that there are no significant natural features, or landscape features and amenties on the proposed development site that require preservation. Impacts to adjacent significant features are addressed in the responses to findings 2 and 3. Staff find that the proposed development is not "upslope" from adjacent wetlands and will not result in negative interference with water patterns discharging to adjacent wetlands, nor detrimental changes in water quality for waters discharging to adjacent wetlands. The applicant/appellant has responded to the Planning Commission's determination that the issue of hydrological impacts from the proposed development was not adequately addressed by providing a hydrology investigation, and analysis of potential wetland impacts, based upon the hydrology investigation. Staff have reviewed these materials and concur that the proposed development will not cause negative hydrological impacts.

For these reasons, Staff recommend that the City Council approve the appeal and reverse the Planning Commission's decision to deny the proposed Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat.

III. REQUESTED ACTION

Major Modification to a Conceptual and Detailed Development Plan
With respect to the appeal of the Planning Commission decision to deny the Seavey Meadows Major Modification to a Conceptual and Detailed Development Plan (PLD08-00001), the City Council has the following options:

OPTION #1: **Approve** the proposed Major Modification to a Conceptual and Detailed Development Plan, subject to conditions from the March 19, 2008, Planning Commission Staff Report, as subsequently amended by Staff **(Attachment VI)**, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #2: **Deny** the proposed Major Modification to a Conceptual and Detailed Development plan, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #3: **Approve** the proposed Major Modification to a Conceptual and Detailed Development plan with amended conditions of approval, thereby reversing the Planning Commission's decision and approving the appeal.

From the facts presented in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**, as well as the facts presented in this May 23, 2008, Memorandum from Community Development Director Ken Gibb to the Mayor and City Council, Staff recommend that the City Council pursue Option #1, approving the Major Modification to a Conceptual and Detailed Development Plan request, subject to amended conditions, and direct Staff to prepare Formal Findings in support of the City Council's decision.

Consistent with Option #1, the motion below is based upon the facts in the March 19, 2008, Staff Report to the Planning Commission that support the Staff recommendation to approve the Major Modification to a Conceptual and Detailed Development Plan. This motion is also based on the criteria, discussions, and conclusions contained within the May 23, 2008, Memorandum to the Mayor and City Council from the Community Development Director; and the reasons given by the City Council, as reflected in the meeting minutes, during their deliberations on this matter.

MOTION: I move to approve the proposed Major Modification to a Conceptual and Detailed Development Plan, and subject to adoption of Formal Findings and Conclusions.

Tentative Subdivision Plat

With respect to the appeal of the Planning Commission decision to deny the Seavey Meadows Major Subdivision Replat (SUB08-00001), the City Council has the following options:

OPTION #1: **Approve** the proposed Major Subdivision Replat, subject to conditions from the March 19, 2008, Planning Commission Staff Report, as subsequently amended by Staff **(Attachment VI)**, thereby reversing the Planning Commission's decision and approving the appeal; or

OPTION #2: **Deny** the proposed Major Subdivision Replat, thereby upholding the Planning Commission's decision and denying the appeal; or

OPTION #3: **Approve** the proposed Major Subdivision Replat with amended conditions, thereby reversing the Planning Commission's decision and approving the appeal.

From the facts presented in the March 19, 2008, Staff Report to the Planning Commission **(Attachment III)**, as well as the facts presented in this May 23, 2008, Memorandum from Community Development Director Ken Gibb to the Mayor and City Council, Staff recommend that the City Council pursue Option #1, approving the Major Subdivision Replat request, subject to amended conditions, and direct Staff to prepare Formal Findings in support of the City Council's decision.

Consistent with Option #1, the motion below is based upon the facts in the March 19, 2008, Staff Report to the Planning Commission that support the Staff recommendation to approve the Major Subdivision Replat. This motion is also based on the criteria, discussions, and conclusions contained within the May 23, 2008, Memorandum to the Mayor and City Council from the Community Development Director; and the reasons given by the City Council, as reflected in the meeting minutes, during their deliberations on this matter.

MOTION: I move to approve the proposed Tentative Subdivision Plat, subject to conditions from the January 3, 2008, Planning Commission Notice of Disposition, and subject to adoption of Formal Findings and Conclusions.

ATTACHMENTS

ATTACHMENT I - Planning Commission Notice of Disposition regarding the Seavey Meadows Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat, signed April 18, 2008

ATTACHMENT II - Appeal Letter, received April 28, 2008, along with supplemental appeal information, received May 20, 2008

ATTACHMENT III - March 19, 2008, Staff Report to the Planning Commission

ATTACHMENT IV- Minutes of the April 2, 2008, and April 16, 2008, Planning Commission meetings

ATTACHMENT V- Public Testimony submitted after close of the record for Planning Commission deliberations on April 9, 2008

ATTACHMENT VI- Proposed Conditions of approval, as amended by Staff after release of the March 19, 2008, Staff Report to the Planning Commission

Review and Concur:

Jon S. Nelson,
City Manager

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

SCANNED

Date: 04-18-08 By: JKE

CORVALLIS PLANNING COMMISSION
NOTICE OF DISPOSITION

ORDER 2008 - 040

CASE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

REQUEST: The applicant requests approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the subject, 3.46-acre, site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

APPLICANT: Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

OWNER: City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

LOCATION: The subject site is located on the south side of Conser Street and north of Seavy Avenue in northeast Corvallis. The subject site is also identified on Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500 through 3700.

DECISION: The Corvallis Planning Commission conducted a public hearing on April 2, 2008, and deliberated on April 16, 2008. The Planning Commission decided to deny the requested Conceptual and Detailed Development Plan and Tentative Subdivision Plat. The Planning Commission adopts the findings contained in the portions of the April 2, 2008, and April 16, 2008, Planning Commission minutes that demonstrate support for the Planning Commission's actions. Specific findings to support the denial decisions include, but are not limited to:

1. Failure to preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04,

2. Failure to comply with Comprehensive Plan Policy 4.11.12, which

Attachment I-1

states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands," and

3. Failure to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

If you are an affected party and wish to appeal the Planning Commission's decision, appeals must be filed, in writing, with the City Recorder within 12 days from the date that the order is signed. The following information must be included:

1. Name and address of the appellant(s).
2. Reference the subject development and case number, if any.
3. A statement of the specific grounds for appeal.
4. A statement as to how you are an affected party.
5. Filing fee of $240.00.

Appeals must be filed by 5:00 p.m. on the final day of the appeal period. When the final day of an appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent work day. The City Recorder is located in the City Manager's Office, City Hall, 501 SW Madison Avenue, Corvallis, Oregon.

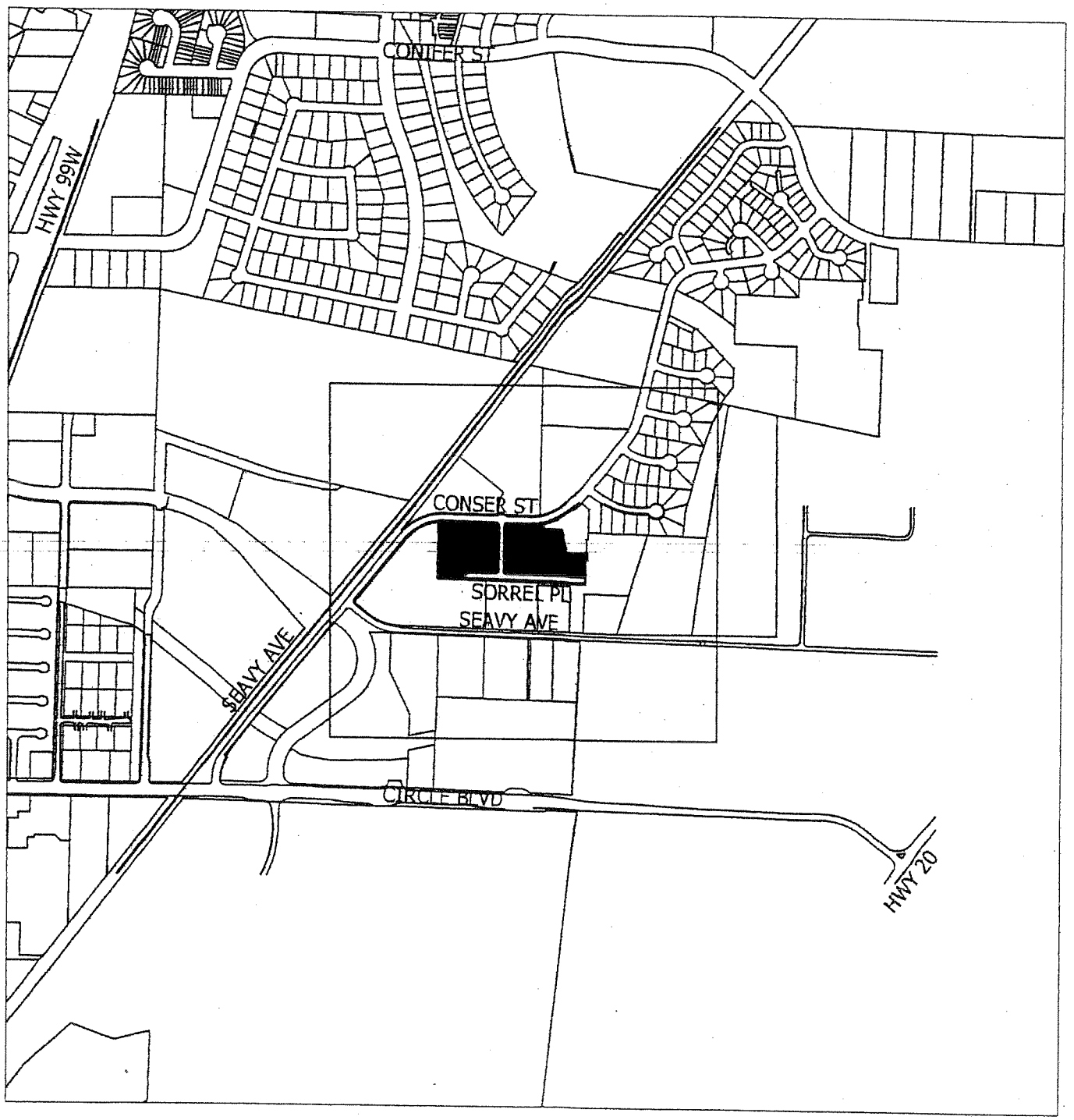
David Graetz, Chair
Corvallis Planning Commission

Signed this 18th day of April, 2008

Appeal Deadline: Wednesday, April 30, 2008, at 5 p.m.

Attachment I-2

VICINITY MAP



Subject Property

N

0 800 1600

Scale: 1" = 800'

ATTACHMENT A

Attachment I-3

WILLAMETTE
NEIGHBORHOOD
HOUSING SERVICES

MAIN OFFICE 257 SW Madison Avenue
Corvallis, OR 97333
541.752.7220
800.403.0957
541.752.5037 Fax

LINN COUNTY BRANCH 745 Main Street
Lebanon, OR 97355
541.259.2166
800.403.0957
541.258.3791 Fax

EMAIL info@w-nhs.org
WEB www.w-nhs.org

NeighborWorks® CHARTERED MEMBER

RECEIVED

APR 28 2008

Community Development
Planning Division
10:25 a.m.

RECEIVED
APR 28 2008
TIME 10:32 am
CITY

SCANNED
Date:_____ By:_____

April 28, 2008

Ms. Kathy Louie, City Recorder
Corvallis City Managers Office
501 SW Madison Avenue
Corvallis, OR 97333

Subject: Appeal of Seavey Meadows (PLD08-00001, SUB08-00001)

Dear Ms. Louie:

We wish to appeal the Planning Commission's April 16th decision on the Seavey Meadow project referenced above. As a participant in the Planning Commission public hearing, I am an affected party with standing.

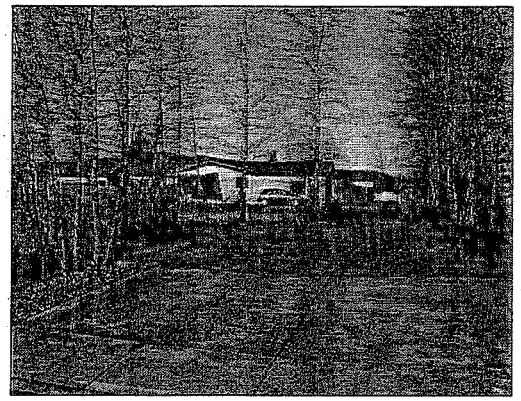
The grounds for this appeal are as follows:

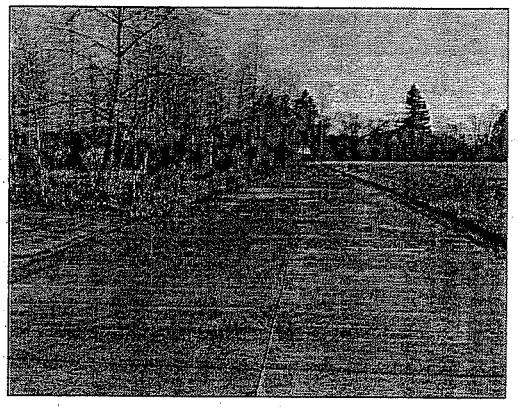
1. **The Planning Commission found the project failed to preserve, to the greatest extent practicable, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion, as expressed in LDC 2.5.20.c, and as required by LDC 2.5.40.04.**

   The two existing Significant Natural Features that exist on the site are wetlands and trees. The wetlands within the 3.46 acre development site were inventoried by the City and deemed to be locally significant but not locally protected. When the City's Natural Features regulations were being developed, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site and the City Council determined that approximately 5 of the 32 acres contained fewer natural features and in balancing the various needs, determined it to be locally significant, but not locally protected. At the same time, the remaining City-owned wetlands were listed as locally significant and locally protected. The wetlands slated for impact are significantly degraded in comparison to the surrounding wetland. They have been excavated and filled in the past, support limited wetland vegetation, and have had all topsoil removed. Utilities and compacted building footprints are already present within the wetlands slated for impact.

   The City's Natural Features Inventory of Significant Vegetation Areas shows no significant vegetation within the 3.46 acre development site. However, Section 4.2.20.d.1 considers trees over 8-inches in diameter to be preserved to the greatest extent practicable and integrated into the design of a development. The majority of the existing trees are cottonwoods, most of which have grown adjacent to the existing paved areas as shown in the photos on the following page.

Attachment II-1





These cottonwood trees are short lived, are too close together, and are prone to decay. Therefore, the applicant has recommended removing these trees and replanting the site with trees spaced further apart and varieties more suitable to the site conditions.

2. **The Planning Commission found the project failed to comply with Comprehensive Plan Policy 4.11.12, which states that "Development upslope of wetlands shall minimize interference with water patterns discharging to wetlands, and shall minimize detrimental changes in water quality for waters discharging to wetlands."**

This policy is intended to ensure that land proposed for development does not result in detrimental impact from discharging into wetlands. It is important to note that there are existing catch basins and a 24-inch storm sewer main in Sorrel Place. The proposed development includes the installation of two Baysaver pollution control devices to filter additional runoff from the roads, alleys, and parking areas. All stormwater will be put into pipes and discharged into the City's storm drain system. Stormwater from the development will therefore comply with Policy 4.11.12, as none of the site's stormwater will be discharged into the surrounding wetlands. Since the wetlands to be impacted are currently degraded and separated hydrologically from the remaining wetlands, discharging stormwater into the City's storm drain system will not affect the hydrology of the surrounding wetlands.

3. **The Planning Commission found the project failed to comply with LDC 2.4.30.04.b.4, which states, "Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 – Riparian Corridor and Wetland Provisions."**

The development site and the area proposed for mitigation both contain locally significant wetlands. LDC Section 2.4.30.04.b.4 is intended to ensure that excavation and grading activities does not alter the hydrology that supports existing Locally Significant Wetlands.

It is important to understand the relationship of these two significant sites in regards to hydrology. The development site is physically separated from the surrounding wetlands by roads that include Conser Avenue, Jasper Street and Sorrell Place. To better describe

hydrological impacts along the limited areas not bounded by streets, the applicant has retained the services of a hydrologist who is working with the projects wetland consultant. The hydrologists report will not be completed before the appeal deadline, therefore the applicant requests a 21-day extension to the 120-day rule to provide additional time to submit this material.

Attached to this letter is the $240 appeal fee. If you have any questions, please contact me at 752-7220.

Respectfully Submitted,

Jim Moorefield

Jim Moorefield
Executive Director

Appellants Name and Address:

Jim Moorefield
Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

Attachment II-3

TECHNICAL MEMORANDUM
Hydrology Investigation
May 18, 2008

Seavey Meadows Development
NE Conser Street
Corvallis, Benton County, Oregon

Prepared for:

Willamette Neighborhood Housing Services

257 SW Madison Avenue
Corvallis, Oregon 97333

Prepared on behalf of:

Turnstone Environmental Consultants, Inc.

PO Box 816
Philomath, OR 97370

Prepared by:

EVREN NORTHWEST INC
environmental natural resource consultants

PO Box 80747
Portland, Oregon 97280-1747
Ph: 503 452-5561 Fax: 503 452-7669

447-08001-01

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MAY 19 2008
Community Development
Planning Division

Att. ent II-4

TECHNICAL MEMORANDUM
Hydrology Investigation

Seavey Meadows Development
NE Conser Street
Corvallis, Benton County, Oregon

May 18, 2008

This Technical Memorandum has been prepared by EVREN Northwest, Inc. for:

Willamette Neighborhood Housing Services

257 SW Madison Avenue
Corvallis, Oregon 97333

Prepared on behalf of:

Turnstone Environmental Consultants, Inc.

PO Box 816
Philomath, OR 97370

Project No. 447-08001-01

By

Neil M. Woller, R.G., *Senior Hydrogeologist, Registered Geologist*

and

Lynn D. Green*, Senior Hydrologist*

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TECHNICAL MEMORANDUM

Hydrology Investigation

Seavey Meadows Residential Development Site
NE Conser Street, Corvallis, Benton County, Oregon

1.0 INTRODUCTION

At the request of Turnstone Environmental Consultants (TEC), EVREN Northwest, Inc. (ENW) investigated hydrologic conditions at Seavey Meadows in Corvallis, Oregon (see Figures 1 and 2). This work was conducted to evaluate potential hydrologic impacts to the area from the proposed Seavey Meadows Residential Development which includes single- and multi-family residential structures.

The scope of work for this study included the following:

- Site reconnaissance
- Review of geologic and hydrogeologic literature regarding the vicinity of the site
- Review of previous reports and applications for the proposed development
- Acquisition and review of available topographic maps and historical aerial photographs
- Preparation of this Technical Memorandum

For convenience, in the following discussion, the "Area of Interest" (AOI) is defined as the area enclosed by Stewart Slough to the north, the railroad alignment to the west, and a tributary to Steward Slough (alternately labeled Stewart Slough or Sequoia Creek on various reviewed maps) to the east and south. The AOI includes the proposed Seavey Meadows Residential Development, Seavey Meadows Wetlands Reserve, former Stewart Property, a multi-family structure located east of Jasper Street at its intersection with Conser Street, Seavy Road, and private properties. A large portion of this area is considered jurisdictional wetlands as previously delineated and/or described by TEC[1]. The Seavey Meadows Wetlands Reserve and large areas of the AOI are owned by the City of Corvallis. The proposed Seavey Meadows Residential Development will consist of single- and multi-family structures.

[1] TEC. 2008, Seavey Meadows Wetland Delineation. February 12th.

Attachment II-7

1.1 Review of Historical Photographs

Historical aerial photographs (Appendix A) were acquired from the University of Oregon's Knight Library, and are summarized below.

1936: The predominant drainage direction is eastward, based on Stewart Slough and its tributaries. The railroad right-of-way is developed at the west side of the area of interest, and NE Seavy Road is constructed within the southern portion of the AOI. The proposed Seavey Meadows Residential Development site and the Wetlands Reserve area appear to be under cultivation, with plowed fields evident. Several trees are aligned along a fence line across the northern portion of the area. A moderately incised northeast-trending tributary drainage is present in the northeast portion of the Wetlands Reserve Area and discharging to Stewart Slough in the approximate location of the current NE Conser Street bridge across Stewart Slough. A ditch is visible along the approximate alignment of the North Berm (Figure 2), intersecting both Stewart Slough at the east margin of the AOI and its previously described tributary in the northeast portion of the Wetlands Reserve.

1944: The area is still under cultivation. The previously described drainage in the northeast portion of the Wetlands Reserve Area now appears to be extended southward in linear drainage ditches south-southeastward through the middle of the Wetlands Reserve, with additional linear segments extending to the railroad tracks and to another location along NE Seavy Road.

1948: The subject area is still under cultivation; however site drainage patterns are largely obscured, except for the ditch along the future North Berm alignment.

1956: The subject property is still under cultivation, and the drainage ditches are again visible. A new ditch appears to extend northward across the Wetland Reserve Area to the railroad alignment; the ditch previously extending to the natural drainage in the northeast corner of the Wetland Reserve appears to have been removed.

1963: The subject property is still under cultivation.

1970: The site is still under cultivation. Some riparian-type growth is occurring along the existing drainage ditches. A residential development has been constructed across the railroad tracks northwest of the Wetlands Reserve Area. Another residential development is present on the east side of Stewart Slough.

1978: The eastern portion of the Wetlands Reserve Area seems to be no longer cultivated, with incursion of nonagricultural vegetation. The western portion still appears to be cultivated, and the drainage ditches are still present.

1982: The area to the north of the Wetlands Reserve Area is undergoing earthmoving, and the highly disturbed fill area in the northwest portion of the Wetlands Reserve Area appears

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TECHNICAL MEMORANDUM

Hydrology Investigation

Seavey Meadows Residential Development Site
NE Conser Street, Corvallis, Benton County, Oregon

1.0 INTRODUCTION

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[1] TEC. 2008, Seavey Meadows Wetland Delineation. February 12th.

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1.1 Review of Historical Photographs

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1982: The area to the north of the Wetlands Reserve Area is undergoing earthmoving, and the highly disturbed fill area in the northwest portion of the Wetlands Reserve Area appears

Attachment II-11

to be present. A new road (NE Conser Street) approaches the Wetlands Reserve from the north, crossing Stewart Slough and terminating at the approximate location of the (present-day) North Berm.

1994: NE Conser Street is completed, and a residential development is constructed at its east side. NE Jasper Street and NE Sorrel Place are also constructed, and the current multi-family residence is visible at the intersection of NE Conser and NE Jasper Streets. All agricultural activity appears to have halted in the AOI, replaced by low, natural vegetation. A berm with established vegetation is visible extending from the railroad tracks to NE Conser Street. To the west of the railroad tracks ground has been cleared for new construction.

Historical Photograph Summary. The aerial photographs described above show that the area was historically farmland. Principal natural drainage of the area was Stewart Slough and its tributaries, with the predominant drainage direction in the AOI to the east. A tributary drainage extended northeastward through the Wetlands Reserve Area to Stewart Slough. By 1936, some enhancement of drainage with development of drainage ditches had been completed. The drainage ditches were relocated in subsequent years to facilitate and enhance agricultural activities; however still discharged to locations along Stewart Slough/Sequoia Creek. The eastern portion of the area was removed from cultivation first, and cultivation of the western portion may have continued into the early 1980s. In 1982, the fill mound in the northwestern portion of the Wetland Reserve Area was created during initial site preparation for the residential development to the north. NE Conser Street, NE Jasper Street, NE Sorrel Place, the existing multi-family structure in the proposed Seavey Meadows Residential Development, and at least one of the berms were present by 1994.

Attachr II-12

2.0 SITE DESCRIPTION AND SETTING

The proposed Seavey Meadows Residential Development is located between NE Conser Street and and NE Sorrel Place, on both sides of NE Jasper Street (see Figures 2 and 3). NE Conser Street curves northward from just east of the proposed Seavey Meadows Residential Development to its bridge over a tributary of Stewart Slough. The north-trending segment of NE Conser Street forms a boundary between a residential neighborhood on its east side and the Seavey Meadows Wetland Reserve along its west side.

To the west of the proposed Seavey Meadows Residential Development and Wetland Reserve Area is a northeast-trending railroad right-of-way. On the west side of the railroad is a residential neighborhood. Residential neighborhoods are also located north and east of the AOI.

2.1 Topography

The AOI is relatively level, with an approximate average elevation of 216 feet (see Figures 4 and 5). However, agricultural activities, fill placement, and historic site excavation have resulted in some local variations with significance (discussed in detail in Section 3.0).

Stewart Slough is a branching drainage with a general eastward flow direction in the vicinity of the AOI. One branch of Stewart Slough forms an east-flowing north boundary to the AOI, and crosses NE Conser Street at a bridge near the residential development to the north. The other branch of Stewart Slough (Sequoia Creek) forms both an east-flowing southern boundary and a north-flowing east boundary to the AOI. The two (2) branches of the Slough have their confluence southeast of the NE Conser Street's Stewart Slough bridge. Available topographic mapping (Figures 1, 4 and 5) shows the base of the Stewart Slough drainage east and north of the Seavey Meadows Wetland Reserve is at 206 to 198 feet elevation, incised into the fluvial terrace.

2.2 Geology

Geologic mapping in the vicinity of the area shows the subject property is underlain by Quaternary Lower Terrace deposits. These deposits are described as semi-consolidated cobbles, gravel, sand, silt, clay, and organic material, with surficial materials generally consisting of silty clay and fine sand. The unit is characterized by a low, undulating fluvial surface with meander scrolls and oxbow lakes.[2]

The area to the east of Sequoia Creek (east of the AOI) is generally at 208 to 210 feet elevation, constituting a still lower fluvial terrace surface; to the west, across the railroad tracks, is a higher elevation alluvial plain (see Figure 4).

OGD Consulting performed a Foundation Investigation at the subject property in 2007.[3] Four (4) test pits were excavated with a track-mounted excavator on April 5, 2007. The investigation focused on the nature and characteristics of the uppermost soils. The maximum depth of the test pits was approximately 8.6 feet. Ground water was **not** encountered in the test pit explorations. However OGD Consulting noted indications of surface water ponding during wet winter months which was inferred to perch on the highly plastic clay present in surficial soils. This surficial topsoil was described as very soft to soft clay with some organic material, generally highly plastic with a blocky structure. The clay was wet at the time of the field investigation. Fill was locally present to approximately one-foot depth.

The topsoil transitioned downwards to a highly plastic, soft to medium stiff, clay alluvium in the test pits. This material contained variable silt and was moist to wet at the time of the investigation. The clay extended to depths of between 1.9 and 4.0-feet below existing grades at the four (4) test pit locations.

Below the highly plastic clay alluvium OGD Consulting encountered a silty clay alluvium. The silty clay was of medium plasticity and was moist at the time of the investigation. The clay included variable fine-sand content.

2.3 Hydrogeologic Setting

2.3.1 Surface Water

A thin veneer of free water was observed on the ground surface in local locations within the Wetland Reserve Area, and ponded water was observed in the north-south trending ditches crossing the Wetland Reserve Area and along the railroad tracks at the west side of the AOI. All surface waters are described in detail in Section 3.0.

As previously noted, Stewart Slough forms a northern boundary and Stewart Slough/Sequoia Creek forms an eastern and southern boundary to the AOI. Stewart Slough and Sequoia Creek are generally incised approximately 10-feet below the surrounding alluvial terrace, except for south of the proposed residential site, where it appears to be less incised. The area is outside the mapped 100-year flood plain, according to a general flood plain map on the City of Corvallis's web site.

2.3.2 Ground Water

Ground-water levels reported in water wells along Seavy Road are between 10 and 20 feet below ground surface. As previously stated, OGD Consulting did not observe any ground

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[2] Bela, J.L. 1979. Geologic hazards of eastern Benton County, Oregon: Oregon Department of Geology and Mineral Industries, Bulletin 98, 122 p., maps 1:24,000, 1:62,500.

[3] OGD Consulting, PC. 2007. *Foundation Investigation, Seavey Meadows Development, Conser Street, Corvallis, Oregon*: Report prepared for Willamette Neighborhood Housing Services, Project No. 715-07-01, 10 p., maps, figures, photographs. May 11.

Attac nt II-14

water recharge into its four (4) test pits (excavated April 5, 2007 to a maximum depth of 8.6 feet), a finding consistent with the water well logs. Hydrogeologic mapping shows that ground-water flows in a southeasterly direction toward the Willamette River in this vicinity.[4]

[4] Frank, F.J. 1974. Ground water in the Corvallis-Albany area, central Willamette Valley, Oregon: US Geological Survey, Water-Supply Paper 2032, 48 p., maps 1:62,500.

3.0 DISCUSSION

3.1 Field Observations

Lynn Green and Neil Woller of ENW visited the site on May 6, 2008, to observe site conditions. Also present at the time of the site visit were Douglas McRae of Willamette Neighborhood Housing Services and Jeff Reims of TEC. A photographic log is presented as Appendix B.

The weather was cloudy but dry. There had only been a trace amount of rainfall during the previous five (5) days. There had been 1.63 inches of rainfall (-2.03 inches below normal) during the preceding month of April.[5]

As previously mentioned, several anomalous topographic features were noted on the fluvial terrace on which the AOI is located:

Positive Relief Features

- Two (2) linear berms extend to the east from the railroad right-of-way berm (Western (RR) Berm) at the west side of the AOI across the Seavey Meadows Wetland Reserve. These berms are labeled in Figure 2 and 3 as North and Central Berm. The Central and North berms are nearly parallel. The North Berm crests at just over 220-feet elevation, while the more southerly Central Berm crests at a lower elevation (probably just under 218-feet, based on the available topographic mapping with two-foot contours). A South Berm was observed paralleling Seavy Road along the southern portion of the AOI. The original purposes of the berms are not known. Berms [designated "Western (RR) Berm" in this Memorandum] were also noted along and associated with the railroad tracks along the western margin of the AOI.
- A highly disturbed area consisting of mounded fill, thickly vegetated with Himalayan blackberries, is located in the northern portion of the AOI (see Figure 2). The maximum elevation of this fill is estimated at just over 218 feet. The origin of this fill was interpreted to be associated with historic ground-clearing activity for the adjacent residential neighborhood to the north (based on a 1994 aerial photograph described in Section 1.1).

Depressions

- Several ditches were observed which are believed to have been elements of historical agricultural-related drainage practices on the property. Two prominent ditches were observed trending north-south in the Wetland Reserve area, and in the wetland area in the southern portion of the AOI, both roughly central within

[5] http://www.weather.gov/climate/index.php?wfo=pqr

Attachment II-16

these areas. The ditches are linear, and terminate within the wetland areas or at the North and South Berms. The ditches in the Wetland Reserve Area contained ponded water; ditches in the proposed Seavey Meadows Residential Development were dry.

- Several areas where soils had been previously prepared to receive proposed slab foundations in the proposed Seavey Meadows Residential Development were observed. These excavated areas appear to be completed around 214 feet elevation.

3.2 Discussion of Depressions and Occurrence of Surface Water

During ENW's site visit, several of the ditches in the Wetland Reserve Area were noted to contain ponded water, and ponded water was observed near the railroad tracks. Limited lateral spreading of surface water was observed at the terminuses of the two (2) central north-south trending drainages (at the North and South Berms). However the excavated foundations on the proposed Seavey Meadows Residential Development site were observed to have mud cracks exhibiting the shrink-swell property described in the geotechnical report. Near one of the excavated foundation areas were two (2) pits, possibly former test pits or utility excavations, that were approximately two (2) feet below grade. They were also observed to be dry (neither contained ponded water). Additionally some animal burrows within the Wetland Reserve area did not contain free (standing) water. Similarly, as previously indicated, the test pits of OGD Consulting's geotechnical investigation did not encounter ground-water seepage although completed at a maximum depth of 8.6 feet. These observations suggest that the shallow surficial soils do not readily release water to depressions/excavations, and that the water within the northwest-southeast trending ditches and along the railroad tracks result from interception/collection of surface water run-off perched by the extremely low permeability soils. Based on these observations, surface water may be drained from the subject area through existing utility conduits (storm and sanitary sewer lines and/or excavation backfill/utility bedding).

ENW did not observe any indication of influx of surface water from areas outside the AOI. Higher topographic elevations are present to the west of the railroad, and areas east of NE Conser Road were noted to be lower elevation (other than the residential properties which had fill placement prior to construction). The source of the water creating the wetlands appeared to be seasonal precipitation with extremely low infiltration rates (downward percolation) and saturation of the surface and shallow soils. The extremely low infiltration of precipitation is attributed to the clayey character of the soils.

The highly disrupted area between the west end of the North Berm and the fill pile(s) immediately to its north contained shallow ponded water. However, the ponded water at that location was aerially limited and thin (estimated at less than ten centimeters deep). This ponding seemed to be related to local excavation probably associated with the initial

placement of the fill pile to the immediate north, as well as surface runoff interception. This location also appears to be in close proximity to historical ditch alignments along the North Berm and northward across the Wetland Reserve areas, suggesting that the historical ditch backfill materials may continue to act as a conduit for surface water transport.

Since the topographic grain of the area is very gently downward-sloping toward the east toward Stewart Slough, the prevalent perched water flow direction is inferred to be eastward; however the two central north-south trending ditches appear to intercept surface water and transport it to the north and south, respectively, within the AOI. Limited ponding of surface water was observed along the North Berm (observed in two (2) locations) and at the South Berm, implying partial impounding of surface water drainage. It should be noted that the ponding of surface water on the south side of the North Berm was present as a thin veneer of free water in two (2) local areas where the central north-south trending ditch and possibly a remnant drainage observed in historical aerial photographs draining towards the northeast intersected the North Berm. Similarly, ponding at the South Berm appeared to be associated with a historical drainage ditch location. These observations indicate the berms at the north and south end of the AOI have some capacity to impound water transported along current or historical ditch alignments. Ponding water observed both north of the North Berm and south of the South Berm suggested piping or seepage through the berms, indicated that complete impounding of surface water flow is not occurring; therefore these berm features appear to be semi-transparent to surface water transport. That ponding was not observed at other locations along the berms supports a general eastward flow for the surface water sheet flow parallel to the berms and/or permeability through the berms.

Attachn II-18

4.0 CONCLUSIONS AND RECOMMENDATIONS

The investigation, consisting of a site visit, research of the geologic literature, and review of historical development of the AOI, determined that the area is a fluvial terrace, with a higher alluvial plain to the west of the railroad tracks and a lower terrace surface to the east of Stewart Slough. The AOI has been modified by historical agricultural activities, including cultivation, development of drainage ditches, and some modification of the original terrace surface resulting in a slightly rolling topography. The wetlands character of the area is believed due to seasonal precipitation falling on very low permeability clay sediments at the ground surface, and showing little influence of drainage from the higher alluvial plain to the west.

All perched water within the AOI tries to percolate downward to the regional ground-water table, located between ten and twenty feet below ground surface; however, due to the extremely low permeability of the clayey surficial soils, there is some sheet flow eastward toward Stewart Slough. The sheet flow is intercepted by existing and possibly historical (filled-in) drainage ditches. Ponded waters were present at the ditch locations, with spreading at the ditch terminuses at the North and South Berms, in the highly disturbed area in the northwest portion of the AOI, and in the roadway ditch paralleling Seavy Road, all

attributed to result mainly from interception of surface water sheet flow, but may also have some contribution, to a much lesser extent, from recharge from saturated soils in the shallow subsurface.

There has been some previous discussion regarding improvement of the Wetlands Reserve Area by removal of the eastward-trending berms. In ENW's opinion, the berms have only limited capacity to impede surface water transport at intersections with existing or historical drainage ditches; however do cause the observed local ponding areas. The berms do not appear to be impeding surface water flow in other areas observed. ENW recommends the following with regards to removal of the existing berms within the wetland reserve area in the northern portion of the AOI:

- Limited impediment of surface water flow was inferred based on site reconnaissance, leading to pooling of surface water within the north-south trending drainages, and lateral spreading at the north and south terminuses at the North and South berms. Removal of these berms may reduce the ponding within the wetlands area.

Existing plans for the proposed Seavey Meadows Residential Development call for redirection of site surface water run-off to the storm sewer system. Observations of dry, mud-cracked soil within the foundation preparation areas and no ponding of water within shallow excavations present in the proposed residential development area suggest that shallow water in that locality may be drained by existing utility conduits.

5.0 LIMITATIONS

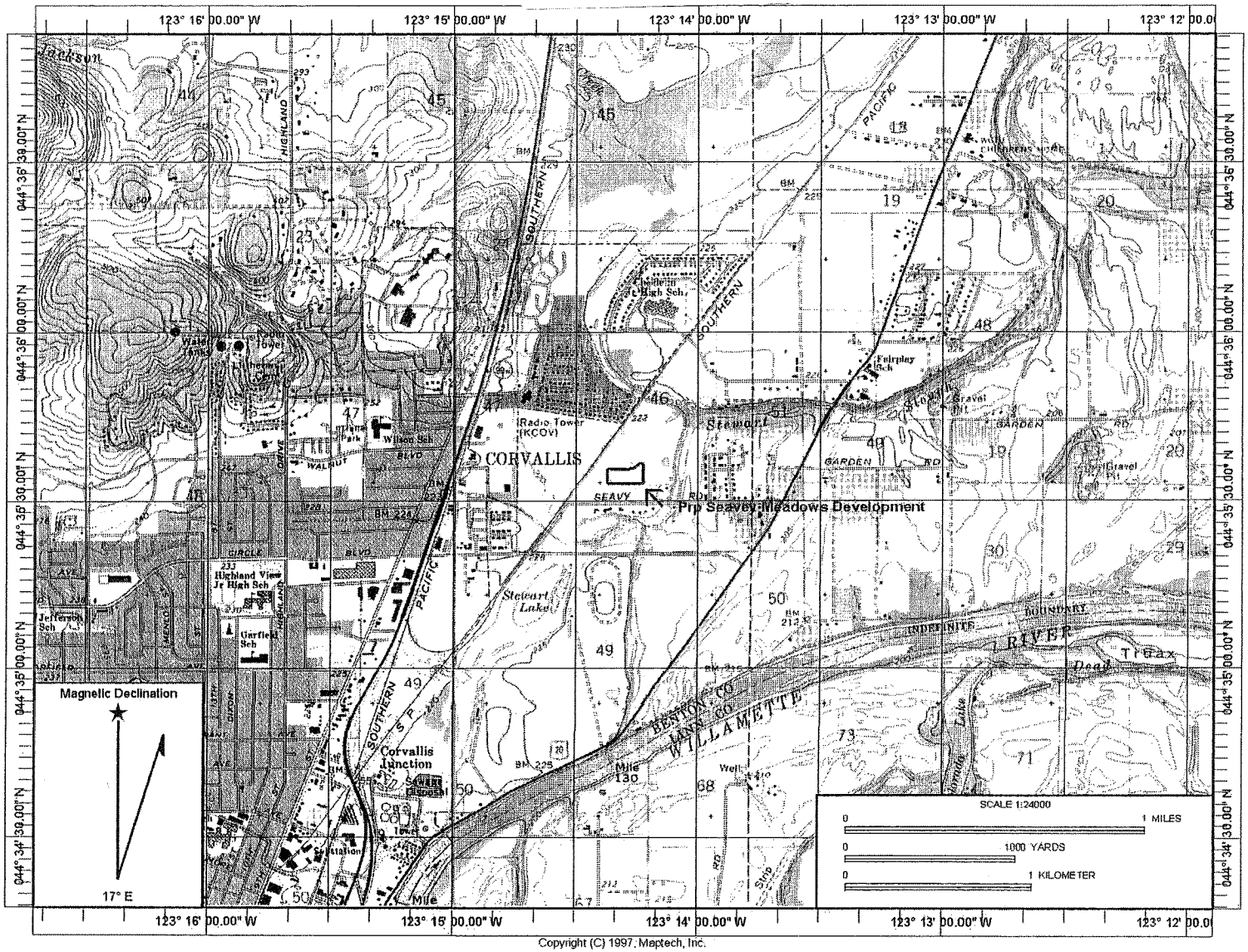
We have prepared this Technical Memorandum for the Client and its agents for use in assessment of the subject property only. The observations described in this report should not be applied to other properties not specifically identified as the subject of this assessment. This report should be provided in its entirety for the project for which it was developed, and not for other purposes. The conclusions and interpretations presented in this report should not be construed as a warranty of conditions, but rather as observed conditions during the investigation. If conditions on-site change, modifications to this report would be required.

The scope of this report is limited to observations made during on-site work; interviews with knowledgeable sources; public agency personnel; contractors licensed in the State of Oregon and review of readily available published and unpublished reports and literature. As a result, these conclusions are based on information and interpretations supplied by qualified parties, as well as our own observations.

ENW performed this study under a limited scope of services per our agreement, in accordance with generally accepted professional principles and practices, and within the limitations of scope, schedule, and budget. No warrantee, expressed or implied is made. The scope of our work did not include assessment of the presence or absence of hazardous substances in the soil or groundwater below the site.

Attachn. . II-20

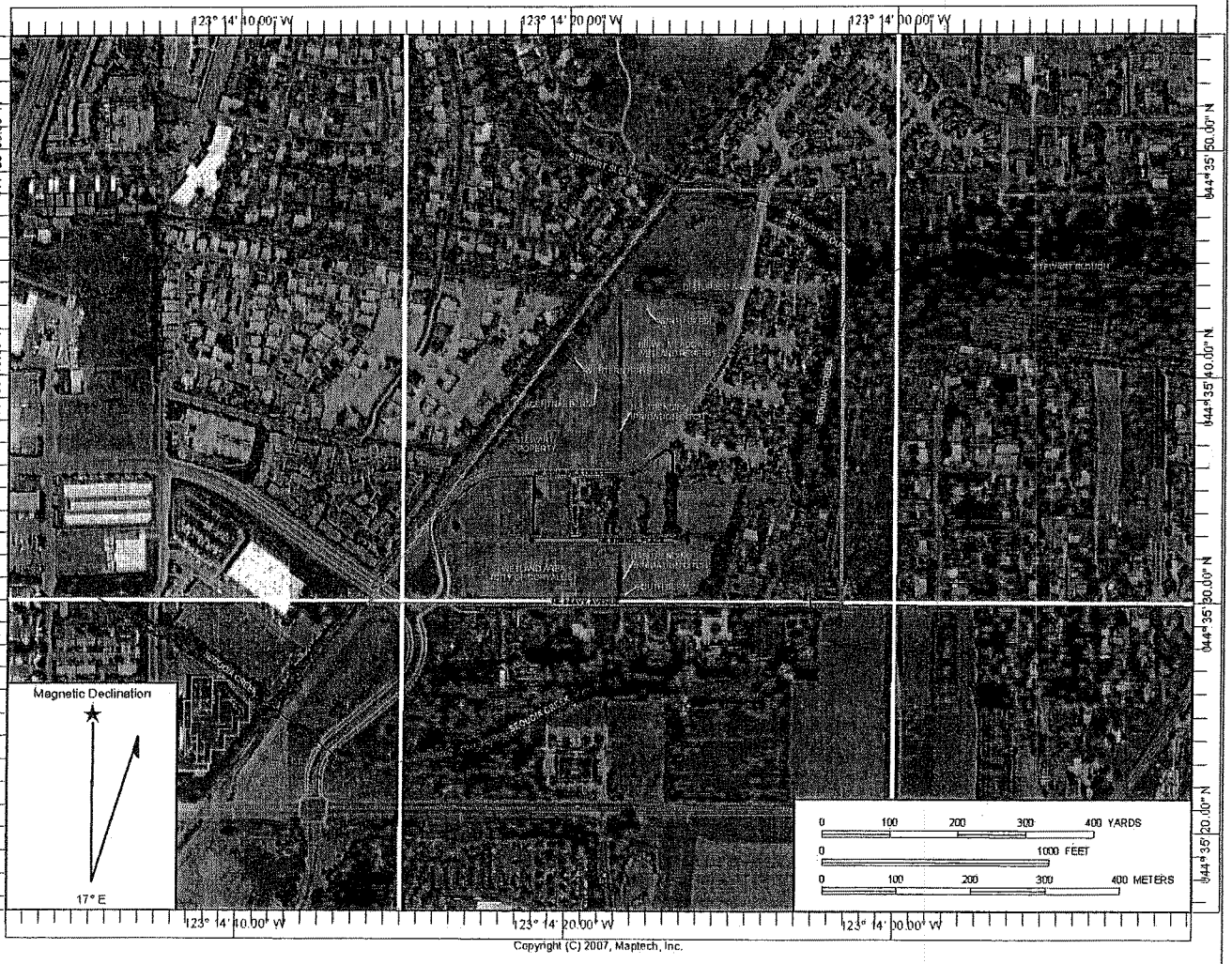
FIGURES



Source: USGS Topographic Map, 7.5-Minute Riverside OR Quadrangle, 1969, photorevised 1975

EVREN NORTHWEST environmental, natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Site Vicinity Map**	Project No. 447-08001-01 Figure No. **1**

DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
N.MORRIS 05/14/2008	L.GREEN 05/14/2008	N.WOLLER 05/14/2008	447-08001(v01)



LEGEND:

APPROXIMATE SUBJECT PROPERTY BOUNDARIES

APPROXIMATE BOUNDARIES OF AOI

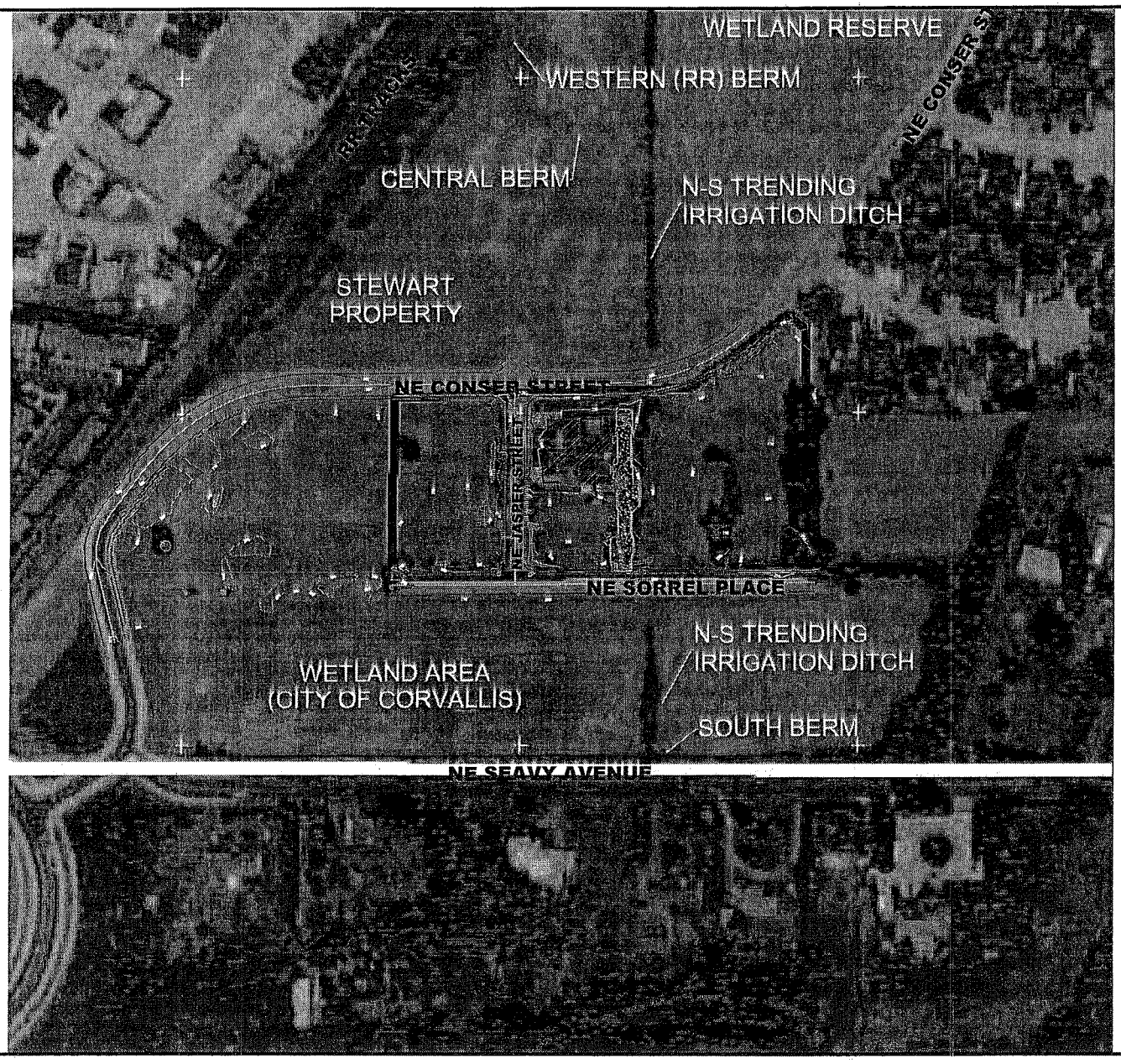
NOTES:

1. BASE MAP DEVELOPED FROM USGS RIVERSIDE NW, OR QUADRANGLE ORTHO AERIAL PHOTOGRAPH DATED 2005.

N

EVREN NORTHWEST INC.
environmental, natural resource consultants
PO BOX 80747, PORTLAND, OREGON 97280-1747
(503)452-5561 Fax(503)452-7669

FIGURE 2
AERIAL PHOTOGRAPH (AOI)
SEAVY MEADOWS DEVELOPMENT
CONSER STREET
CORVALLIS, BENTON COUNTY, OREGON



LEGEND:

- APPROXIMATE SUBJECT PROPERTY BOUNDARIES
- SUBJECT STRUCTURES
- CONTOURS
- FENCE

NOTES:

1. BASE MAP DEVELOPED FROM USGS RIVERSIDE NW, OR QUADRANGLE ORTHO AERIAL PHOTOGRAPH DATED 2005 AND TOPOGRAPHIC CONTOURS PROVIDED BY THE CITY OF CORVALLIS (DATED 2005)

APPROXIMATE SCALE

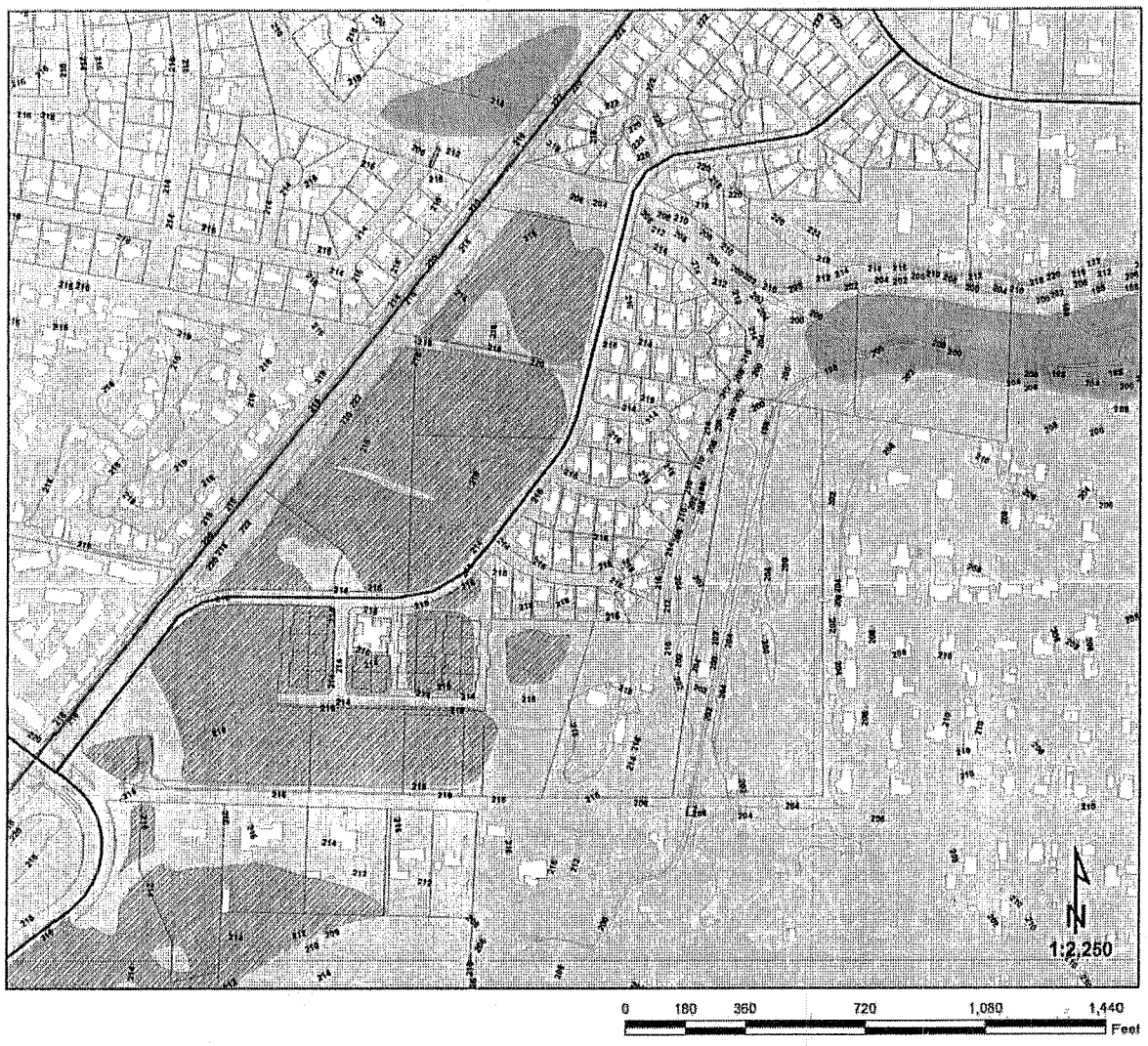
0 150 300FEET

N

EVREN NORTHWEST INC.
environmental, cultural resource consultants
PO BOX 80747, PORTLAND, OREGON 97280-1747
(503)452-5561 Fax(503)452-7669

FIGURE 3
AERIAL PHOTOGRAPH WITH TOPOGRAPHY
(PROPOSED SEAVEY MEADOWS DEVELOPMENT)
SEAVY MEADOWS DEVELOPMENT
CONSER STREET
CORVALLIS, BENTON COUNTY, OREGON

DRAWN BY	CHECKED BY	APPROVED BY	DRAWING NUMBER
N.MORRIS 05/14/2008	L.GREEN 05/14/2008	N.HOLLER 05/14/2008	447-08001(v01)



Seavey Meadows Wetland Areas

Legend

2 Foot Contour (created by City of Corvallis 2008)

198
200
202
204
206
208
210
212
214
216
218
220
222

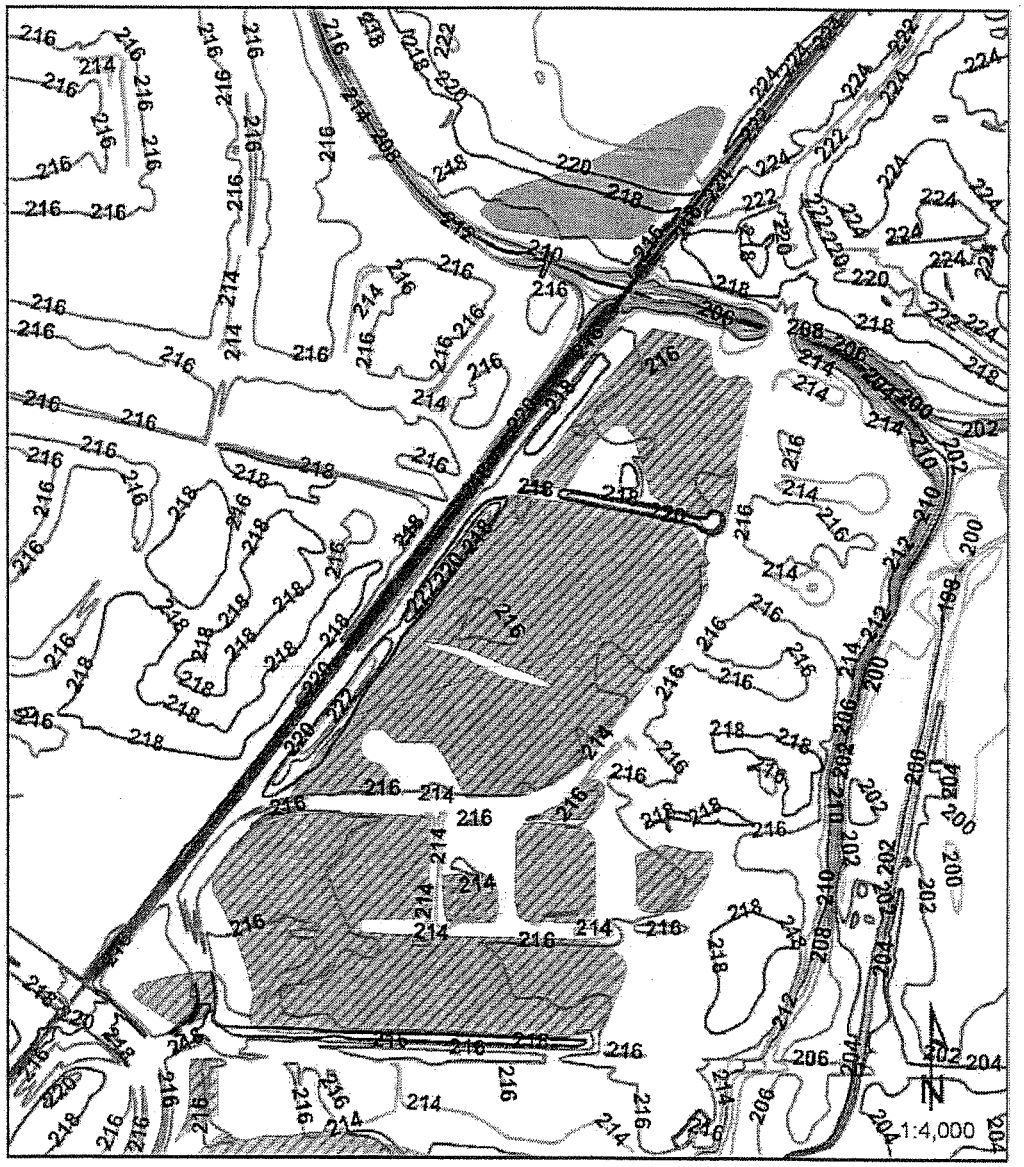
Wetland (LWI 2002 Corvallis Natural Features Report)

Wetlands (NWI)

Major Streets

Source: City of Corvallis, 2005

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Topographic Map, 2005**	Project No. 447-08001-01 Figure No. 4



Seavey Meadows Wetland Areas

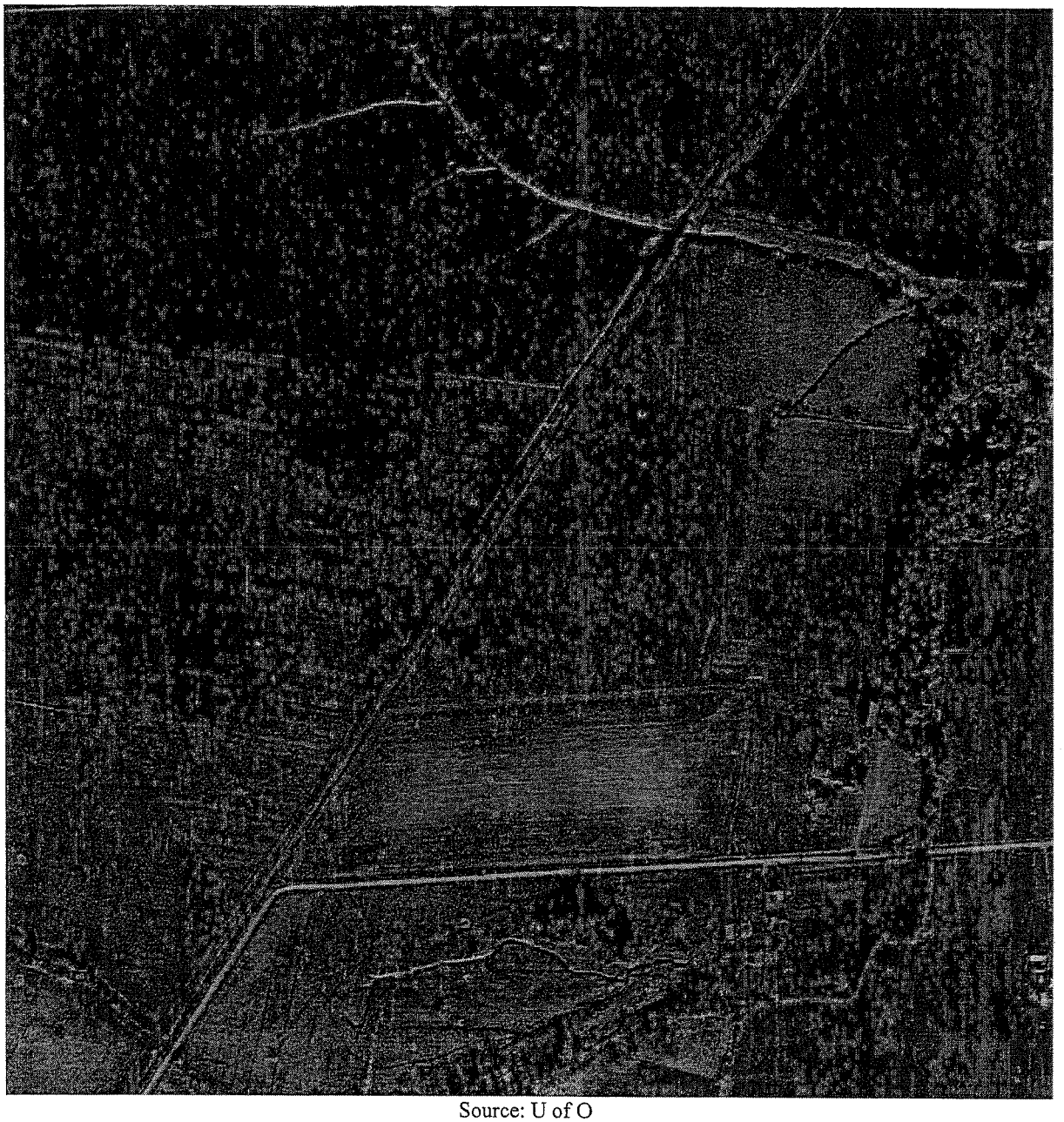
Legend

- Wetland (LWI: 2002 Corvallis Natural Features Report)
- Wetlands (NWI)
- Streams

Source: Turnstone Environmental Consulting

EVREN NORTHWEST INC. environmental, natural resource consultants	Proposed Seavey Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**Topographic Map, 2002**	Project No. 447-08001-01 Figure No. 5

APPENDIX A HISTORICAL AERIAL PHOTOGRAPHS



Source: U of O

EVREN NORTHWEST INC. environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1936 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

Attachment II-29

EVREN NORTHWEST environmental / natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1944 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

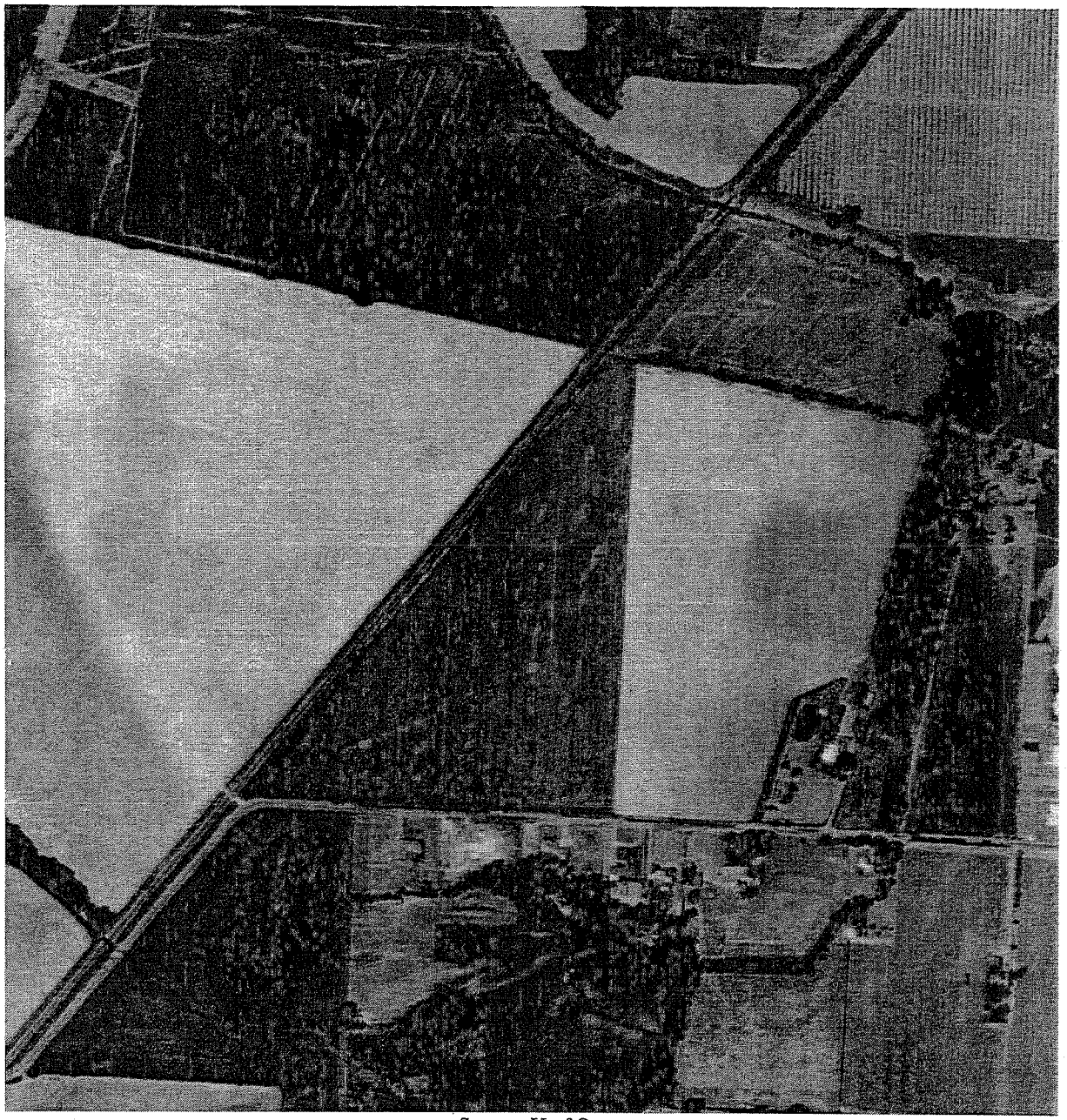
Source: U of O

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1948 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

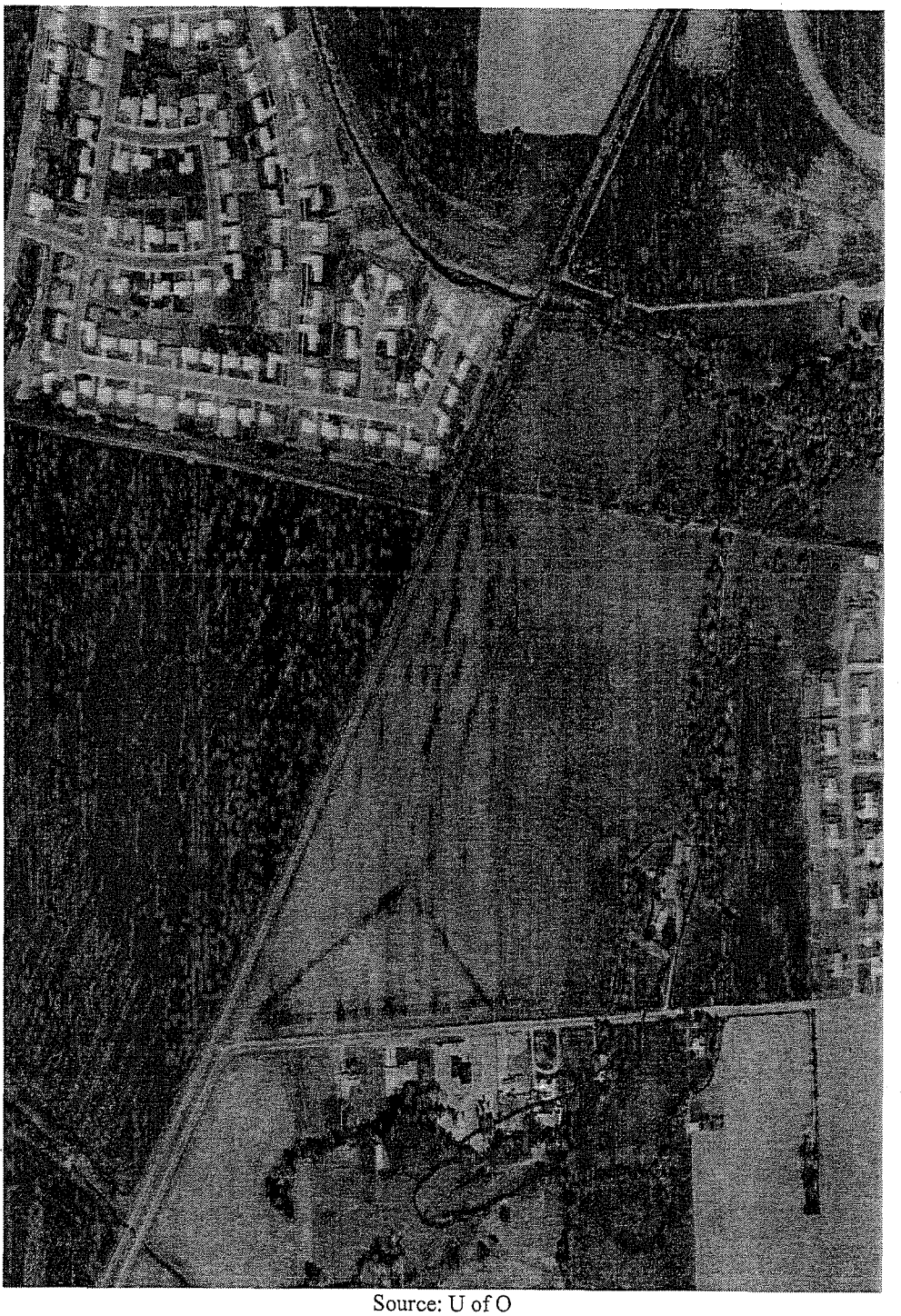
Attachment II-31

EVREN NORTHWEST environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1956 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

EVREN NORTHWEST environmental, natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1968 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

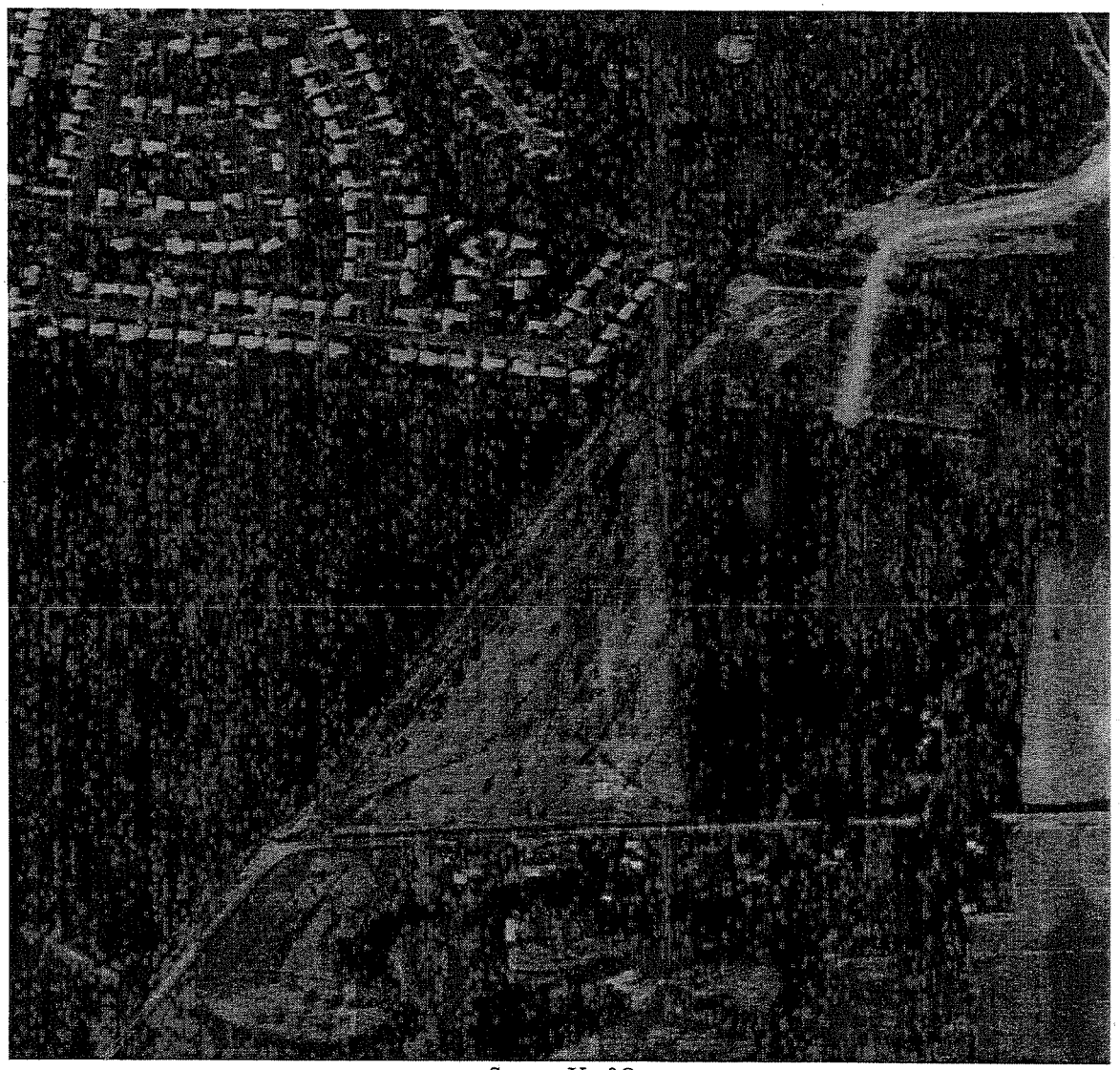


Source: U of O

EVREN NORTHWEST INC. environmental · natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1970 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

EVREN NORTHWEST INC. environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1978 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**



Source: U of O

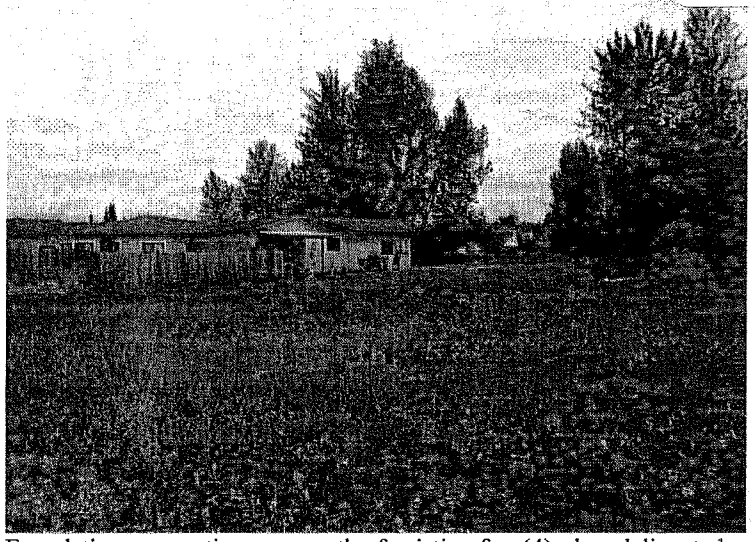
Attachment II-35

EVREN NORTHWEST INC. environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1982 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

Source: U of O

EVREN NORTHWEST INC. environmental natural resource consultants	Proposed Seavy Meadows Residential Development 2612 Island Avenue Corvallis, Benton County, Oregon	**1994 Aerial Photograph**	Project No. 447-08001-01 Appendix **B**

APPENDIX B PHOTOGRAPHIC LOG

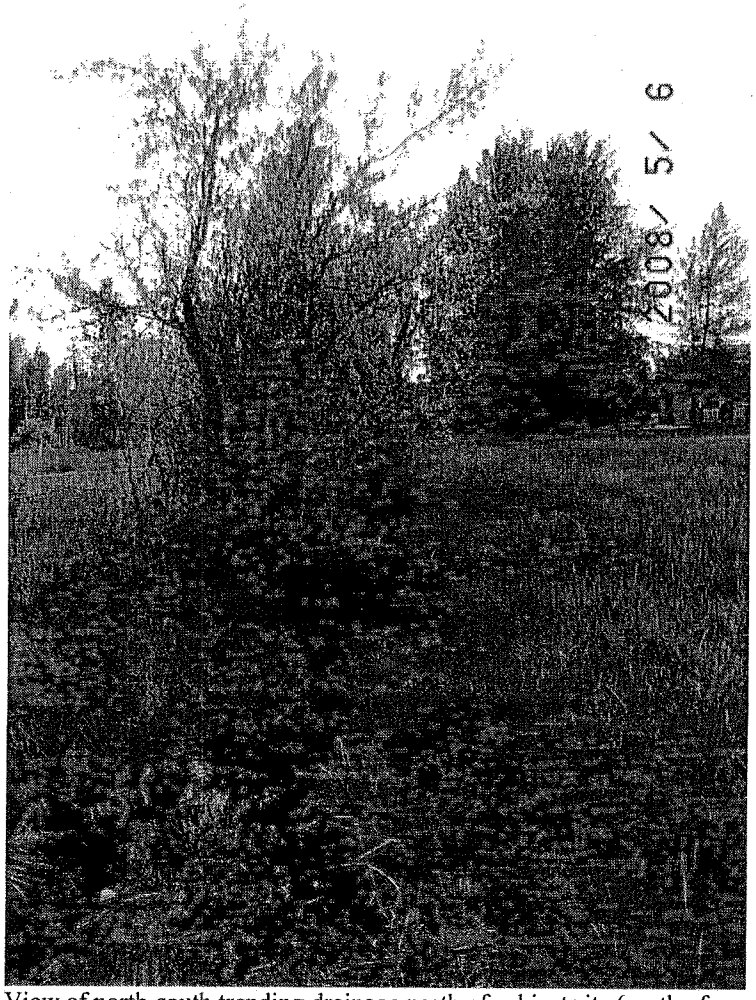


Foundation preparation area south of existing four(4)-plex, delineated as wetland area (TEC)

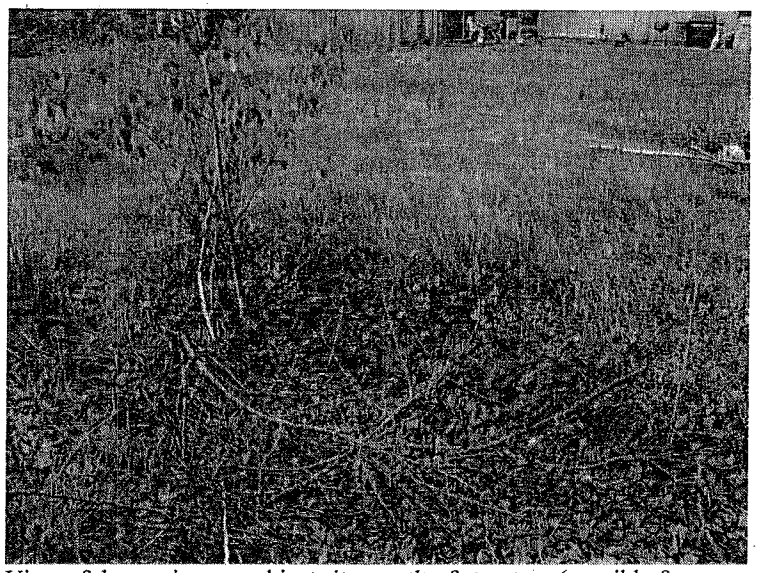
Shallow drainage along center of property north of NE Conser Street, trending north-south

Another foundation preparation area, also delineated as wetland area (TEC), in eastern portion of site

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

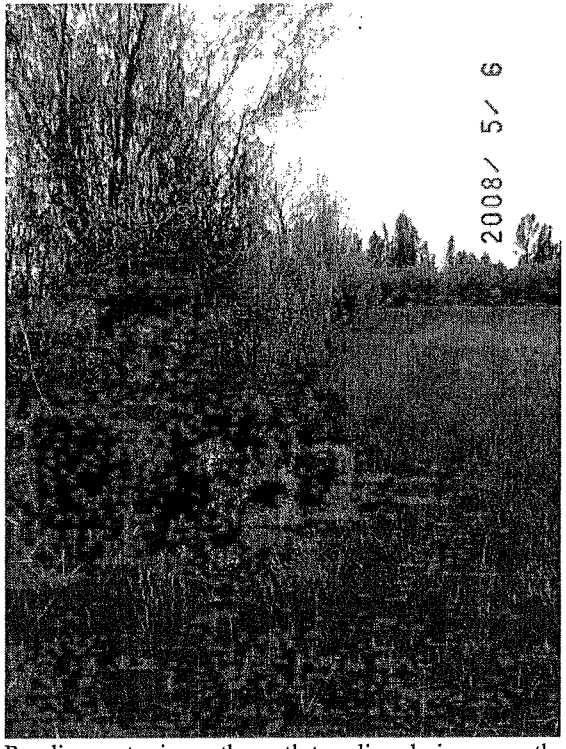


View of north-south trending drainage north of subject site (north of NE Conser Street, view facing south towards subject site)



View of depression on subject site, south of structure (possible former utility excavation), no ponding water noted in depression during site reconnaissance

EVREN NORTHWEST INC. environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**



Ponding water in north-south trending drainage south of NE Sorrel Place

Ponding water at end of north-south trending drainage south of NE Sorrel Place, at berm along Seavy Road

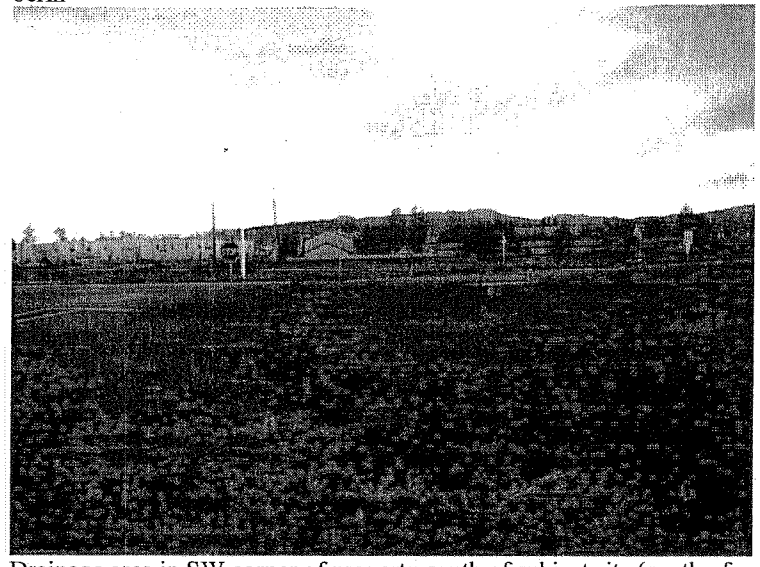
View facing west along berm with Seavy Road

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

Creek (tributary to Steward Slough) flowing north at intersection with Seavy Road, approximately 500-feet east of subject site

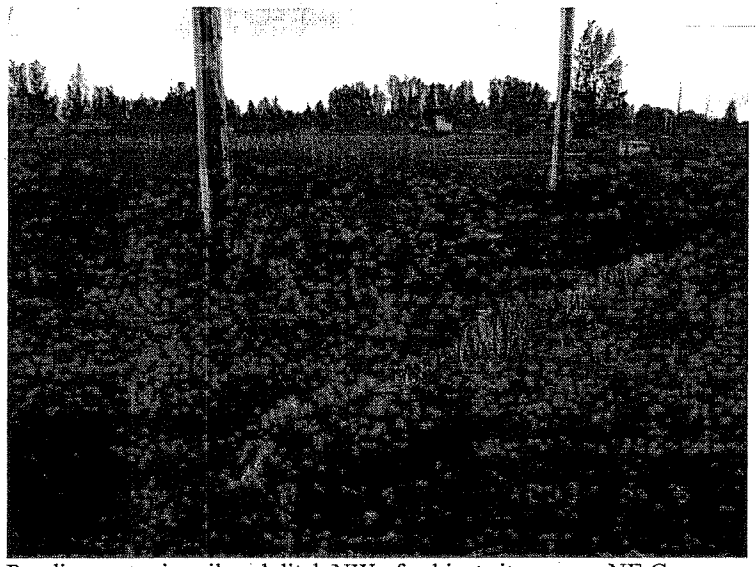
View from creek towards subject site (topographically up-gradient)

Pooled water in roadside ditch along Seavy Road, directly south of berm



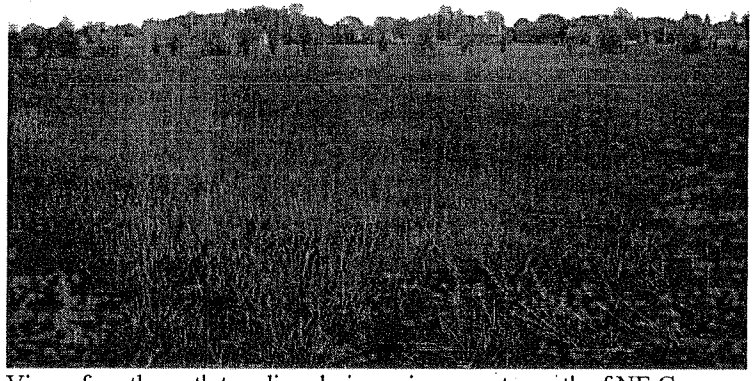
Drainage area in SW corner of property south of subject site (south of NE Sorrel Place)

EVREN NORTHWEST inc. environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**



Ponding water in railroad ditch NW of subject site, across NE Conser Street

View facing south from terminus of north-south trending drainage at berm on northern property (north of NE Conser Street)

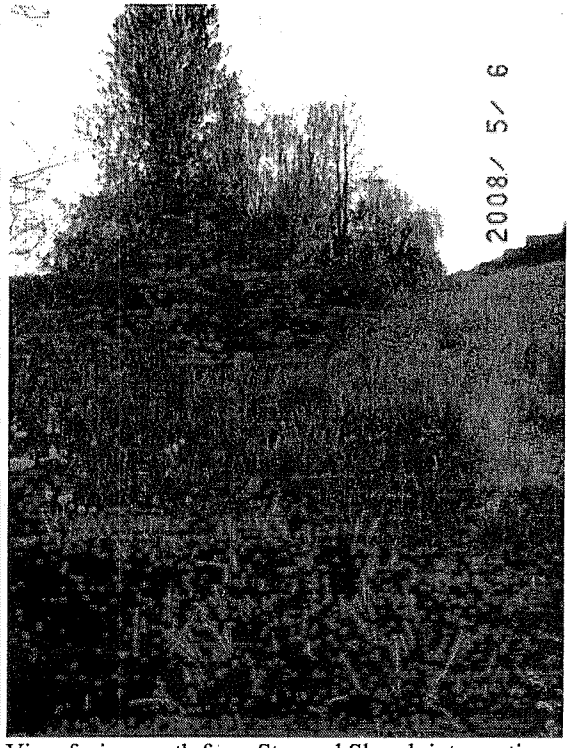


View of north-south trending drainage in property north of NE Conser Street from berm bordering railroad tracks

Ponding water in ditch along western side of railroad tracks, draining north towards Steward Slough

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

Steward Slough, flows from west towards east north of subject area



View facing south from Steward Slough intersection with railroad tracks towards subject site (note rise in topography from Steward Slough)

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

Ponding water on south side of east-west trending berm in parcel north of NE Conser Street

Ponding water on north side of east-west trending berm in parcel north of NE Conser Street

EVREN NORTHWEST environmental natural resource consultants	Seavey Meadows Development NE Conser Street Corvallis, Benton County, Oregon	**Site Photographs**	Project No. 447-08001-01 Appendix **A**

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RECEIVED

MAY 20 2008

Community Development
Planning Division

May 19, 2008

Douglas McRae
Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

Subject: Technical Memorandum: Seavey Meadows Wetlands

Dear Douglas,

Turnstone Environmental has reviewed the condition and functions of the wetlands slated for impact at the Seavey Meadows site and considered carefully the concerns voiced from neighbors. Wetland boundaries were re-delineated, over 30 soil profiles were excavated, and a comprehensive flora inventory was completed in 2007. During the course of study, we have found the wetlands slated for impact to be considerably more degraded than the more pristine remainder of the site.

Condition of wetlands slated for impact.
The impacted wetlands are situated within the 5 acre area that was slated for development in the early 1980's. Partial development of this site ensured. Twenty eight lots were platted in this area and excavation and fill deposition occurred on the site, altering the natural hydrology, soils, and vegetation. Utilities were placed within the impact area, causing further ground disturbance and alteration of natural conditions. This area of the site contains small, fragmented wetlands that are separated by upland berms containing fill material. The wetland boundaries follow the pattern created by partial construction of the existing housing projects. In addition to the dikes, fill, and infrastructure installments altering the site, the wetlands have been further affected by the introduction of exotic plant species that likely are associated with the fill deposition.

Wetland hydrology is marginal within this area due to the lack of connectivity caused by the fragmentation of the wetland areas with roads and fill for construction. As part of the excavation that occurred during the development, much of the nutrient rich topsoil was removed from the wetlands. As a result, vegetative cover is depauperate as the plants are rooted directly into the clay layer and plant species composition is markedly different in the wetlands slated for impact. When we compared plant species data from the impact area and the remaining acreage, there is a greater percentage of non native species found within the impact area.

Changes anticipated in the surrounding wetlands from the mitigation plan.
The Seavey Meadows wetlands are a remnant of the once extensive Willamette Valley wet prairie system and have been affected by adjacent land use activities. To facilitate farming, two east/west dikes were built across the ancient channel to block flood waters from the farmed fields. Later, fill was added creating a berm to the north and a dike placed along Seavey Ave. to the south of the site. These alterations have restricted the way water moves across the landscape.

The berms currently built through the Seavey Meadows wetland areas disrupt the natural conditions that once existed on the site. They have disconnected the site hydrologically and separated the wetlands into more isolated habitats. The berms are composed mostly of fill that was deposited across the wetlands creating distinct linear uplands intersecting the landscape. Because of the nature of the fill material used to construct the berms and disturbances to hydrology, the berms currently serve as pathways for introduction for invasive species into the wetland areas. Vegetation composition on the berms is almost entirely non native or invasive. Shrubs and trees, with the exception of the highly invasive Himalayan blackberry, do not grow on the berms. Rather, aggressive non native forbs and grasses primarily make up the species composition.

The mitigation plan calls for removing the fill and restoring these areas to their historic grade, establishing wetland hydrology. Native plant species commonly found in Willamette Valley wet prairies will be planted on the hydric soils found under the fill. These actions will hydrologically reconnect larger wetland separated by the berms. This will remove a significant pathway that is introducing non native species that currently threaten the wetland.

Effects of new development on adjacent wetlands.
The construction of the proposed development will directly impact 1.65 acres of the Seavey Meadows. There has been some concern among the community that the proposed development will negatively impact the adjacent wetlands, in particular the hydrological functions. The applicant retained Evren Northwest to conduct a hydrological study of the entire Seavey Meadows. The resulting hydrology report was consistent with our opinion that the hydrology of the adjacent wetlands would remain unaffected by the proposed development. The wetlands at Seavey Meadows are composed of a perched water table that is primarily precipitation driven as the water collects on top of poorly drained clay soils. The report identifies that there is limited sheet flow occurring within the Seavey Meadows wetlands, as there is very little elevation change throughout the area. The impacted wetlands are further disconnected hydrologically from the adjacent areas, as they are surrounded by roads and fill. If the development site surface water is redirected to the storm sewer system, this will have no effect on the adjacent wetlands since they are currently not receiving any sheet flow from these areas.

Recommendations to minimize impacts on adjacent wetlands.
To maintain the health of the existing wetlands at Seavey Meadows, additional measures should be considered. The applicant recommends the following conditions for this project:

- To enhance wetland hydrology functions within the adjacent wetlands, roof drainage from new structures along the east and west sides of the project could be dispersed with agencies approval on the ground surface, where grades permit.

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- To protect adjacent wetlands from human impact from the additional residents of the development, an education program is recommended. Appropriately placed signs could be installed to educate residents about the ecological significance of the area and advise of appropriate conduct.

- Stewardship of the future Seavey Meadows Wetland Preserve from the City, concerned community and future residents should be encouraged. Invasive species management programs, the construction of boardwalks to facilitate use of the area while preventing soil compaction and vegetation disturbance, and enhancement plans could all be implemented by the prospective stewards.

If you have any questions, please call us at 541-929-7542.

Sincerely,

Jeff Reams

Jeff Reams
Wetland Biologist
Turnstone Environmental Consultants Inc.

Corvallis Planning Division
Staff Report to the Planning Commission
PC Hearing: April 2, 2008
Report to Copiers: March 19, 2008
Staff: Kevin Young, Senior Planner

TOPIC: **Major Modification to a Conceptual and Detailed Development Plan and Major Subdivision Replat**

CASE: **Seavey Meadows (PLD08-00001, SUB08-00001)**

REQUEST: The applicant requests approval of a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat to construct a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings on the site. Forty-three (43) dwelling units are proposed on the 3.46-acre site. The development would also include a 1,700 square foot community building and approximately 14,000 square feet of landscaped play areas and common areas. Planned Development approval is requested to allow variation to Land Development Code requirements regarding alleys, landscaping, parking, setbacks, and building design.

APPLICANT: Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, OR 97333

OWNER: City of Corvallis
P.O. Box 1083
Corvallis, OR 97339

LOCATION: The subject site is located on the south side of Conser Street and north of Seavy Avenue in northeast Corvallis. The subject site is also identified on Benton County Assessor's Map 11-5-24 DC, as Tax Lots 500 through 3700.

LOT SIZE: 3.46 acres

COMP PLAN DESIGNATION: Medium-High Density Residential

ZONING DESIGNATION: Medium-High Density Residential (RS-12) with a Planned Development Overlay

Attachment III-1

PUBLIC COMMENT: On March 11, 2008, 217 Notices were mailed. As of March 19, 2008, no public comments were received. A prenotification of this hearing was sent to all neighborhood associations, concerned citizens, and groups on record.

ATTACHMENTS:

- **A. Proposed Site Plan and Tentative Subdivision Plat**
- **B. Comprehensive Plan Map**
- **C. Zoning Map**
- **D. Natural Resources Map**
- **E. Natural Hazards Map**
- **F. Existing Conditions**
- **G. Notice of Disposition for Seavy Meadows (PD 82-5, S 82-2)**
- **H. Notice of Disposition for Conifer Village (DC 91-1, PD 91-1, S 91-1)**
- **I. Addendum to Seavey Meadows Wetland Delineation, submitted January 28, 2008**
- **J. Excerpts from September 16, and 23, 2004, Planning Commission Minutes regarding Legislative Amendments to the City's Natural Features Project**
- **K. June 20, 2007, Memorandum Regarding Tandem Parking**
- **L. Staff-identified Applicable Decision Criteria**
- **M. Application, Narrative, and Graphics**

Attachment III-2

SITE & VICINITY

The 3.46-acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place **(Attachment A)**. Seavey Avenue is located immediately to the south. An existing fourplex that is surrounded by the development site was constructed consistent with the 1982 approval for Seavey Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at this time. Since that time, some of the sidewalks have buckled due to the growth of tree roots. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils and relatively high water table in this area of Corvallis, these portions of the site have since gradually transformed into "constructed" wetlands **(Attachment D)**. Other natural features found on the site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography.

Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A branch of the Southern Pacific Railroad runs past the site on the west side of Conser Street.

Additional residential development is located on the opposite side of the railroad tracks, **(Attachment F)**.

The site is designated as Residential - Medium-high Density on the Corvallis Comprehensive Plan Map, with Natural Resource Overlay Areas, as are other properties abutting the site to the south, east, and west that were also part of the original Seavey Meadows Planned Development **(Attachment B)**. The Conifer Village Subdivision to the northeast is designated as Residential - Low Density, while undeveloped property across Conser Street to the north is shown as Residential - Medium Density on the Comprehensive Plan Map. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City, but is designated for Medium Density Residential Development on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Density Residential on the Corvallis Land Development Code Zoning Map, and is also subject to Planned Development and Natural Resource Overlays (PD(RS-12)) **(Attachment C)**. Undeveloped properties south, east, and west of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision to the northeast is zoned PD(RS-6), while the undeveloped properties to the north, across Conser Street, are zoned PD(RS-9) with Natural Resource Overlay areas. The area to the south of Seavy Avenue, to the south of the site, is not yet annexed into the City and therefore has no City zoning designation.

PREVIOUS REVIEWS AND APPROVALS

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982 **(Attachment G)**.

Phase I of the Seavy Meadows development was initiated, which included construction of the existing portions of Jasper Street and Sorrel Place, as well as other infrastructure within the Phase I area, and the existing fourplex building on the site. However, construction of the remainder of the development faltered. When the developer defaulted on infrastructure debt service (Bancroft Bond) the City took possession of the Seavy Meadows site, with the exception of the existing fourplex at the southeast corner of Jasper Street and Conser Street.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1) **(Attachment H)**. This approval affected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property

from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. The City sold that portion of the Seavy Meadows development to the developer of Conifer Village. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses.

APPLICANT'S PROPOSAL

The applicant's proposal includes two land use requests: 1) a Major Modification to a Conceptual and Detailed Development Plan and, 2) a Major Subdivision Replat.

The Conceptual and Detailed Development Plan approved for Seavy Meadows in 1982 was for a uniform development of attached fourplexes with shared private driveways. The proposed Major Modification would alter that plan to provide a mixture of single-family detached homes, duplex and triplex townhomes, and four- and five-unit multi-family dwellings on the site. Access to the dwellings would rely on the existing public streets - Conser Street, Jasper Street, and Sorrel Place - but would also involve the construction of two new private alleys. Improvements are proposed to portions of Conser Street, Jasper Street, and Sorrel Place to bring those facilities into compliance with current Corvallis Land Development Code street standards. The proposed private alleys would be located adjacent to parking areas serving the subject development, including 20 parking spaces along the alley serving the western side of the development site and 24 parking spaces along the alley serving the eastern side of the development site.

The development is proposed in two phases. Phase I would include construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. Phase II would include construction of 23 multi-family units, 9 attached townhouse units, and 4 duplex units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first. The applicant states that they will provide required public facilities necessary to serve project phases, as needed.

The applicant has provided alternative site plans for portions of Phase II. Sheet G2 of the applicant's graphics **(Attachment M)** shows alternative layouts for Buildings 10 and 11 and for Buildings 1, 2, and 3. As depicted on Sheet G1, Buildings 10 and 11 are "quad" units, which are four, single-level dwelling units that share common central space. These units are a type of development designed specifically for senior citizens to allow some level of autonomy in a group-living type environment. If the applicant is successful in obtaining special funding for this type of use, they will build the quad units. If the applicant is unsuccessful in obtaining funding, then the fourplexes shown on Sheet G2 would be constructed. The alternative design for Buildings 1, 2, and 3 is meant to demonstrate how those units could be configured to comply with POD Standards, with main entrances to the units facing the public street, and direct pedestrian connections from the front doors of each unit to the sidewalk along the public street (Conser Drive). The applicant prefers to construct the three triplexes as depicted on Sheet G1, with main entrances facing the private alley and with the front door of each unit within 200 feet of the public sidewalk along Conser Street. The applicant argues that this allows the development to face inward,

towards the community building, and allows for the creation of more clearly demarcated private open space in the yards between the units and Conser Drive.

The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI. Project amenities will include a 1,700 square foot community building and roughly 14,000 square feet of formally landscaped play areas and common areas. Parking is proposed through the use of both outdoor unassigned common spaces and private attached garages and driveways. Most of the required parking would be provided on the respective properties to be served, but the applicant requests to vary from parking standards to allow 12 of the required parking spaces to be provided on the public streets serving the development.

The 3.46-acre development site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. The City of Corvallis retains ownership of these areas and has indicated an intent to preserve the wetlands from future development. A variety of community amenities is available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center,including a grocery store, within three-quarters of a mile of the site; public transportation adjacent to the site; a middle school within a half mile; and a City park within a half mile.

The applicant has requested to vary from a number of Land Development Code requirements through the Planned Development process, and has proposed a number of compensating benefits for those variations, as shown in the following table:

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	Compensating Benefit
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Code Variance	Compensating Benefit
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	See response above.
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.

Code Variance	Compensating Benefit
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

The Major Subdivision Replat proposes to create 12 residential lots on the site, along with three tracts. The residential lots vary in size from 2,747 to 39,141 square feet. The proposed tracts would serve a variety of purposes. Tract A, which would be approximately 11,920 square feet in size, would contain the westerly alley within the development, but would not contain adjacent parking areas or sidewalks. Tract B, which would be approximately 10,072 square feet in size, would contain the easterly alley, as well as the sidewalk and planting strip to the north and west of the alley, but would not contain the adjacent parking areas. Tract C, which is approximately 3,621 square feet in size, contains a portion of the area necessary for fire apparatus to turn around at the east end of Sorrel Place, but also would contain a shared basketball sport court **(Attachment A)**.

STAFF REPORT FORMAT, ANALYSES, AND REQUIRED ACTION

The Land Development Code specifies that Planned Developments are reviewed by the Planning Commission following a public hearing. The Code specifies that a Subdivision is administratively reviewed with the Community Development Director making a decision following notice to affected parties. No public hearing is required. However, because variations to the subdivision standards are requested, and to facilitate a comprehensive review, one public hearing before the Planning Commission is being held to consider both requests. Section 2.0.50.16 of the Land Development Code states the following:

> **When more than one application has been filed at one time for a specific property or development, the review of those applications shall be coordinated as follows:**
>
> **a. If any of those applications would ordinarily be heard by the Planning Commission, all of the applications shall be heard by the Planning Commission at the same meeting, except as outlined in "b," below. For example, applications for Zone Changes are ordinarily heard by the Land Development Hearings Board. When a Zone Change is sought simultaneously with a Conditional Development; however, the two applications shall be considered together by the Planning Commission and no action by the Land Development Hearings Board shall be required.**
>
> **B. Applications ordinarily heard by the Historic Resources Commission shall not be filed together (combined) with another application(s) requiring a public hearing that is ordinarily heard by some other hearing authority. Historic Preservation Permit applications and Historic Preservation Overlay-related Zone Change applications that are ordinarily decided by the Director, or the Director's designee, shall be filed**

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together (combined) with applications ordinarily heard by the Historic Resources Commission. In these cases, the combination of historic applications shall be reviewed by the Historic Resources Commission and no prior action by the Director shall be required.

The Public Hearing before the Planning Commission is consistent with this requirement.

The report is divided into two parts. Part I of this report reviews the criteria for a Major Modification to a Conceptual and Detailed Development Plan and Part II reviews the criteria for a Major Subdivision Replat. A comprehensive summary of conclusions and a staff recommendation follow at the end of the report.

PART I

CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

REVIEW CRITERIA

Section 2.5.40.04 - Review Criteria

2.5.40.04 - Review Criteria
Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a", below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b", below.

a. Compatibility Factors -

1. **Compensating benefits for the variations being requested**
2. **Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);**
3. **Visual elements (scale, structural design and form, materials, etc.);**
4. **Noise attenuation;**
5. **Odors and emissions;**
6. **Lighting;**
7. **Signage;**
8. **Landscaping for buffering and screening;**
9. **Transportation facilities;**
10. **Traffic and off-site parking impacts;**
11. **Utility infrastructure;**
12. **Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion);**
13. **Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards; and**
14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.

b. Natural Resources and Natural Hazards Factors -

1. Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall provide protections equal to or better than the specific standard requested for variation, and

2. Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall involve an alternative located on the same development site where the specific standard applies.

For purposes of reviewing the applicant's proposal based on the criteria listed above, the applicable criteria have been grouped into the following five categories:

A. Land Use and Purposes

B. Natural Resources

C. Compatibility

D. Circulation

E. Public Services & Utilities

Within these categories, analysis of the merits of the proposal based on applicable Comprehensive Plan and LDC policies will be presented. Conclusions and recommendations will be given for the Planning Commission's consideration following the analysis of each component of the proposal.

A. LAND USE AND PURPOSES

Applicable Land Development Code Requirements

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. **Promote flexibility in design and permit diversification in location of structures;**

b. **Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;**

c. **Preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion;**

d. **Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;**

e. **Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;**

f. **Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;**

g. **Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and**

h. **Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.**

The proposed Seavey Meadows development is consistent with a number of the listed purposes for a Planned Development. The Planned Development process will allow additional flexibility in the design and location of the proposed structures and parking areas, consistent with LDC 2.5.20.a. By facilitating compact development on a site surrounded by protected wetlands, the Planned Development process will also promote the efficient use of land, consistent with LDC 2.5.20.b. By allowing variations from Land Development Code standards to allow more compact development, the proposed Planned Development will eliminate the need to encroach into protected wetland areas, consistent with LDC 2.5.20.c. Compensating benefits are proposed to compensate for the requested variations to development standards, consistent with the provisions of LDC 2.5.20.h. In conclusion, the proposed development is consistent with the purposes for a Planned Development.

The proposed use type for the Seavey Meadows development is single-family residential, which will be accommodated with a variety of building types, including single detached, duplex, triplex, and multi-dwelling. The use type and building types are permitted outright in the RS-12, Medium-High Density Residential, zone, per LDC 3.6.20.01.a. The proposed use and building type are consistent with Land Development Code requirements.

The proposed land use and purposes of the proposed development are consistent with applicable decision criteria.

B. NATURAL RESOURCES

Wetlands

Applicable Comprehensive Plan Policies

The following discussion addresses compliance with Comprehensive Plan Policies that relate to Natural Features on the subject site.

4.2.1 Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City through the development process. These shall include:

A. Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;

B. Lands abutting the Willamette and Marys Rivers;

C. Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;

D. Ecologically and scientifically significant natural areas;

E. Significant hillsides;

F. Outstanding scenic views and site; and

G. Lands that provide community identity and act as gateways and buffers.

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

Adoption and implementation of the natural features provisions in the 2006 Land Development Code, which are based on an inventory of natural features within the Urban Growth Boundary, and which put in place a land use system to preserve significant natural features, ensures consistency with Policies 4.2.1 and 4.2.2 above.

4.10.6 In order to reduce peak runoff from impervious areas and maintain pre-development flow regimes, the City shall work to adopt standards such as the following:

1. Minimize the proportion of each development site allocated to surface parking and circulation.

2. Minimize the average dimensions of parking stalls.

3. Use pervious materials and alternative designs where applicable, such as infiltration systems.

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4. **Modify setback requirements to reduce the length of driveways.**

5. **Promote the use of shared driveways to reduce impervious surface in residential development.**

6. **Promote disconnection of roof down spouts to reduce runoff going into a piped collection system or the street and encourage storage for reuse.**

7. **Retain a larger percentage of vegetated area within all types of development to increase rainfall interception.**

8. **Pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow and promote dry season base flows in streams.**

9. **Develop sub-surface storage as well as surface detention facilities.**

10. **Evaluate additional restrictions on cuts in hillsides, especially in areas with near-surface groundwater.**

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

The proposed development is consistent with Comprehensive Plan Policies 4.10.6 and 7.5.5. The applicant has requested to reduce the amount of impervious surface area on the site that would normally be required for on-site parking. Instead, the applicant requests that a portion of the development's required parking be accommodated on the existing public streets within the development.

4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.

4.11.4 Wetlands within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.

4.11.5 Local wetland inventories, initiated by the City, completed consistently with State guidelines, and approved by the State shall also represent City-approved inventories that meet Statewide Planning Goal 5 inventory requirements.

4.11.14 To resolve wetland issues as early as possible in the development application process on land with hydric soils, land with wetland vegetation, and/or land identified on a State or national wetland inventory, the City shall require a developer to submit, at the time of application, a wetland determination or delineation from a qualified consultant. This professional analysis shall be submitted concurrently to the City and to the Division of State Lands. The City shall request comment from the Division of State Lands on land development applications requiring a public hearing.

The proposed development is consistent with Comprehensive Plan Policies 4.11.1, 4.11.4, 4.11.5, and 4.11.14. Policy 4.11.1 states that the City's goal is no net loss of wetlands. The non-locally protected wetlands that would be impacted by the proposed development would be mitigated for, as required by the Oregon Department of State Lands (DSL) and US Army Corps of Engineers (COE). As proposed and conditioned, the project will comply with applicable State and Federal wetland laws. The wetlands on the development site and in the adjacent area are identified on the City's natural features inventory. Additionally, the applicant has commissioned a wetland delineation for the wetlands on the development site, which is under review by the DSL and COE **(Attachment I)**. The City's wetland protection program was reviewed by the Oregon Department of Land Conservation and Development (DLCD) and was approved as part of the City's Goal 5 compliance program, consistent with Policy 4.11.5. The proposed development is consistent with applicable Comprehensive Plan Policies related to wetlands.

Applicable Land Development Code Requirements

4.13.40 - PROCEDURES

Application - When development is proposed on a property containing or abutting a Significant Riparian Corridor or Wetland area, an application shall be submitted that accurately indicates the locations of these Natural Resources and the location of any proposed development. The application shall contain a description of the extent to which any Floodplain, Watercourse, or Wetland is proposed to be altered or affected as a result of proposed development and shall include the information in "a," and "b," below.

b. For properties containing Wetlands, as indicated on the Corvallis Local Wetland Inventory Map - The submittal materials listed below are required. Additionally, all applications will be reviewed to determine that all necessary permits have been obtained or will be obtained from those federal, state, or local governmental agencies that require prior approval.

1. Site Plan - A site plan that graphically depicts:

a) All Wetland boundaries, as indicated on the Corvallis Local Wetland Inventory Map;

b) A 25-ft. setback/buffer around the upland edge of locally and non-locally protected Wetlands, as mapped on the City's Local Wetland Inventory Map[1]. Proximate Wetlands shall not be included when

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1 Local Wetland Inventories are considered to provide a level of accuracy of within 25 ft. for identification of the Wetland-upland interface. Consequently, the 25-ft setback/buffer identified in Section 4.13.40.b.1.b is intended to ensure that significant Wetlands are protected consistent with the requirements of OAR 660, Division 23 prior to the receipt of a Department of State Lands (DSL) approved Wetland Delineation. For development review purposes, a property owner may propose development within this setback/buffer, and approval may be granted, contingent upon receipt by the City of an approved Wetland Delineation indicating that the proposed development is outside of lands determined to be Wetlands by the Department of State Lands. In such cases,

determining this 25-ft. setback/buffer location; and

c) A Wetland Delineation of the boundaries of the Wetland area, with an accompanying site map, that has been accepted and approved by the Department of State Lands (DSL) may be substituted for the information in "b," above;

4.13.80.02 - Procedures for Non-locally Protected Wetlands

Department of State Lands and US Army Corps of Engineers Notification Required - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.

No application for development will be accepted as complete until documentation of such notification is provided, and no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits, shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site. Non-locally Protected Wetlands are shown on the City's Local Wetlands Inventory Map.

This section reviews the criteria for natural resources present on the subject site. The development site contains Locally Significant Wetlands that are not locally protected, per the City's Natural Resource Map **(Attachment D)**. To the south of the development site are Locally Protected and Locally Significant Wetlands, and to the north, on the opposite side of Conser Street, is a high protection riparian corridor. The area on the north side of Conser Street is within a high protection riparian corridor because it contains proximate wetlands to the tributary to Sequoia Creek that flows under Conser Street to the north of the development site.

When the City's Natural Features regulations were being developed, as part of the Phase III Land Development Code Update project, decision-makers specifically considered a number of sites where natural features protections might conflict with economic, social, or energy goals of the community. One of the sites specifically discussed was the Seavey Meadows site. The City owns approximately 30 acres in this area, which include the subject development site, as well as approximately 25 acres of undeveloped land that contains Locally Significant Wetlands on all four sides of the development site. In 2004, when the City's natural features protections were being considered for adoption, the City had already obtained a fill permit from the Department of State Lands (DSL) to fill 1.67 acres of wetland within the approximately 5-acre site that is currently the subject of this application (this figure includes right-of-way area). The City's intent was to develop affordable housing on the 5-acre area and to preserve the remaining wetland areas. The

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no development permits shall be issued prior to receipt of said Wetland Delineation.

decision-makers determined that this was an appropriate balancing of affordable housing goals and resource-protection goals and decided to designate the 5-acre development site is Locally Significant, but not Locally Protected, Wetlands. Conversely, the decision-makers designated the remaining City-owned wetlands in the area as Locally Significant and Locally Protected **(Attachment J)**.

In order to renew fill permits that were issued for the site, the applicant has recently completed an addendum to the original Seavy Meadows wetland delineation **(Attachment I)**. This delineation is currently under review by the Oregon Department of State Lands (DSL) and the US Army Corps of Engineers (COE). The delineation found additional wetland areas in the northeast corner of the 5-acre portion of the site that had been slated for development. Consequently, the applicant has designed a development project that will avoid impacts to this new wetland area in the northeast corner of the site, which explains why the street frontage for the area of Buildings 10 and 11 has been truncated.

The applicant has provided a wetland delineation for the site, but has not yet obtained a letter of concurrence from DSL regarding the delineation, per LDC 4.13.40.b.1.c. The delineation of wetlands on the site differs from the City's wetland inventory data for the site. Prior to development on the site, the applicant will need to obtain a letter of concurrence from the Department of State Lands regarding the submitted wetland delineation **(Condition 2)**. Regardless of their exact location, the wetlands on the site are not locally protected. Because the development area contains wetlands that are not locally protected, development is allowed, contingent upon satisfaction of State and Federal requirements regarding wetland impact. For this reason, a condition of approval is necessary to ensure that DSL and COE approvals are in place prior to development on the site **(Condition 2)**. Locally Significant and Locally Protected Wetlands on adjacent properties will not be affected by this development. As conditioned, applicable LDC criteria related to wetlands are satisfied.

Significant Trees

Applicable Land Development Code Requirements

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding

areas inventoried as part of the Natural Features Inventory.

2. Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

As shown on **Attachment M (Sheet I-3)**, the development site contains many trees that are greater than 8 inches in diameter, as measured four feet from the ground. These trees would typically be considered significant, per Land Development Code Section 4.2.20.d. However, per LDC Section 4.2.20.c, if a site has been inventoried for natural features, and no significant vegetation areas have been identified on the site, then vegetation on the site is not protected by the provisions of LDC 4.2.20.d. Consequently, the applicant is not required to preserve any of the existing trees on the site.

The applicant has included an inventory of the existing trees on the site, which shows that, with the exception of a single Spruce tree located to the west of the existing fourplex, all the trees on the site are volunteer Black Cottonwood trees, which are a short-lived species prone to abnormal growth patterns and decay. For this reason, and to accommodate the proposed development, the applicant proposes to remove all the Black Cottonwood trees from the site, but will preserve the existing Spruce tree. The applicant notes that the proposed landscaping plan will result in the planting of a variety of tree species in greater numbers than currently exist on the site. The proposed tree removal is consistent with Land Development Code requirements.

Slope and Floodplain Hazards

As noted, the development site is flat and contains no slope hazard areas **(Attachment E)**. The development site is also outside the 100-year floodplain. Therefore, the natural hazard and hillside development provisions of LDC Chapter 4.5 do not apply to this development.

Conclusions

As conditioned, the proposed development will minimize impacts to significant natural features on the site, consistent with Land Development Code requirements and with applicable Comprehensive Plan Policies. In fact, with the adoption of the Natural Features provisions in the Land Development Code (implemented on December 31, 2006), the natural features Comprehensive Plan Policies have been fully implemented.

C. COMPATIBILITY

Following is a complete listing of applicable Land Development Code requirements related to compatibility. Following each cited LDC section is a brief discussion of compliance with the subject standard.

Applicable Land Development Code Requirements:

The subject site is zoned Medium-High Density Residential with a Planned Development Overlay (PD(RS-12)). The applicant has proposed to construct a variety of building types within the development, including detached single family, duplex, triplex, and multi-family dwellings. These building types are permitted outright in the RS-12 Zoning District.

The following table provides both the RS-12 Zone's development standards and a determination regarding the proposal's compliance with those standards.

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

		Standard	Complies?
a.	Minimum Density	12 units per acre. Applies to the creation of Land Divisions.	Complies. 43 Dwelling units on the 3.46-acre site equates to a density of 12.43 units/acre
b.	Maximum Density	20 units per acre. Applies to the creation of Land Divisions.	Complies
c.	Minimum Lot Area	2,200 sq. ft. per dwelling unit	Complies. All proposed lots will have at least 2,200 sq. ft. of land area per dwelling unit.
d.	Minimum Lot Width	25 ft.	Complies. Each lot is more than 25 feet wide.

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	Standard	Complies?
e. Setbacks 1. Front yard 2. Rear yard and Side yards Interior attached townhouses exempt from interior side yard setbacks.) a) Single Detached b) Single Attached and Zero Lot Line Detached c) Duplex and Multi-Dwelling d) Abutting a more restrictive zone 3. Corner Lot See also "k," and "l," below.	10 ft. minimum; 25 ft. maximum Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained. 5 ft. minimum and each lot must have a minimum 15-ft. usable yard either on the side or rear of each dwelling. Additionally, the setbacks listed below apply for side yards not being used as the usable yard described above. 5 ft. minimum each side yard 0 ft. one side; 8 ft. minimum on opposite side[2] 10 ft. minimum each side 10 ft. minimum 10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.	All buildings comply with the 10 ft. min. front yard setback. Buildings 1, 2, 3, 8, 9, and 12 - 16 comply with the 25 ft. maximum setback. Buildlings 4, 5, 6, and 7 qualify for the exemption to the max. front yard setback, per LDC 4.10.60.01.a.2. (See the PODS discussion later in this staff report) The applicant has requested to vary from the max. front yard setback for Buildings 17 and 18. It appears that a variation to the standard would also be necessary for Buildings 10 and 11. This is discussed in the section of this staff report related to variations to standards. All proposed buildings on lots comply with side and rear yard setbacks and with usable yard requirements. All buildings on corner lots comply with the corner lot setback requirements.

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

		Standard	Complies?
f.	Minimum Garage/Carport Setbacks 1. Garage/carport entrance facing/parallel to the street 2. Garage/carport entrance sideways/perpendicular to street See also "k," and "l," below.	19 ft. minimum 10 ft. minimum Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.	Complies. All new garages comply with the 19 foot setback requirement from the edge of streets. Garages backing into the western alley also comply with this standard, although it is not required for garages on alleys. The existing garages on the east side of the existing fourplex do not meet the 19 foot standard, but the alley garage setback requirement is 14 feet from centerline of the alley, which is met.
g.	Minimum Setbacks and Buffering from Actively Farmed Open Space-Agricultural (OS-AG) Land See also "k," and "l," below.	When residential development is proposed abutting Actively Farmed OS-AG Land, a minimum 50 ft.-wide continuous plant or plant/berm buffer is required. It is the applicant's responsibility to provide this buffer. The minimum setback for lands adjacent to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively Farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.	The development site does not abut actively farmed OS-AG land. This criterion is not applicable.
h.	Maximum Structure Height	35 ft., not to exceed a solar envelope approved under Chapter 2.18 - Solar Access Permits or Chapter 4.6 - Solar Access	Complies. None of the proposed buildings will exceed 35 feet in height.
i.	Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.	Complies. Lot coverage on each of the proposed lots is less than 70%.

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		Standard	Complies?
j.	Off-street Parking	See Chapter 4.1 - Parking, Loading, and Access Requirements	Does not comply. The applicant has requested to vary from on-site parking requirements. See discussion of parking requirements later in this staff report.
k.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to 10 ft. of a property line, such equipment shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment. When located outside a setback area, but greater than 10 ft. from a property line, such equipment requires no screening.	The applicant has not provided information regarding outdoor equipment associated with individual dwelling units. However, building permit review will ensure that the referenced standards will be met. Complies through building permit review.
l.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Nonresidential Structures	Shall be in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.	Not applicable.
m.	Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA).	Not applicable.
n.	Natural Hazards and Hillsides	See Chapter 4.5 - Natural Hazard and Hillside Development Provisions.	Not applicable. The site contains no steep slopes or other natural hazard areas.
o.	Significant Vegetation	See Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 - Significant Vegetation Protection Provisions.	Not applicable. The site does not contain any significant vegetation.
p.	Riparian Corridors & Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridor and Wetland Provisions.	Some provisions of Chapter 4.13 apply because of wetlands on the site, but the site does not contain locally protected wetlands. See the preceding discussion of natural features in this staff report. Complies as conditioned in that analysis.

		Standard	Complies?
q.	Landscaping	See Section 3.6.50, below, and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.	Compliance with landscaping requirements is discussed in more detail in the landscaping section of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion.
r.	Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.	Complies, as conditioned. See discussion below.

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

b. Buildings with windowed walls facing buildings with blank walls shall be separated by 15 ft. However, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

c. Buildings with opposing blank walls shall be separated by 10 ft. As stated in "b," above, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at

least five ft.

The above standard pertains to situations where there are multiple residential buildings on a single lot in the RS-12 Zone. Therefore, the standards do not apply to the single family detached and duplex portions of the site. These standards do pertain to the remaining areas of the site, including Buildings 1, 2, 3, 4, 5, 6, 10, and 11. These residential buildings maintain the required minimum 20-foot separation for windowed walls. Additionally, where the buildings exceed 60 feet in length (triplexes are approximately 77 feet long, five-plexes are approximately 80 feet long, and quads or fourplexes are approximately 90 feet long) the additional separation requirements are maintained.

The proposed private alleys and parking areas are separated from windowed walls of each dwelling unit by at least eight feet, from living room windows by at least 10 feet, and from doorways by at least five feet. Each of the internal and public sidewalks is separated from windowed walls by at least five feet and from living room windows by at least seven feet. Staff note that actual building designs may change and recommend a condition of approval to ensure that the subject standards are addressed through the building permit process **(Condition 3)**. The subject standards are also met for the existing fourplex on the site. As conditioned, these standards are met.

Section 3.6.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.6.50.01 - Green Area

a. A minimum of 30 percent of the gross lot area and a minimum of 20 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 70 percent maximum lot/site coverage standard of Section 3.6.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.

b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.

c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.

3.6.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multi-use paths;

d. Enhancing recreational opportunities near neighborhood commercial activity centers; and

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

The applicant's submitted materials indicate that lot coverage will be well below the 70% maximum for all lots, leaving at least 30 percent of each lot available to meet green area requirements. Green area locations are consistent with the requirements of LDC 3.6.50.06. Common Green Areas # 1, 2, and 3 are dispersed throughout the development site to serve adjacent residents. These areas will provide recreational opportunities for residents. Additional green areas adjacent to individual dwellings will provide opportunities for passive recreation and relaxation for residents. The applicant has also submitted landscape plans showing that at least 10% of each lot will be furnished with required vegetation. However, Staff note that the submitted building designs are "typicals" and final building designs may vary. To ensure compliance with green area requirements, a condition of approval is recommended to make sure landscape plans and building permits for buildings on the site comply with green area requirements **(Condition 3)**. As conditioned, this criterion is met.

3.6.50.02 - Private Outdoor Space Per Dwelling Unit

a. Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.6.50.04.

b. Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.

c. Private Outdoor Space shall be directly accessible by door from the interior

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of the individual dwelling unit served by the space.

d. Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.

e. Private Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01, if it is located on the ground. Upper-story balconies cannot be counted.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:

1. Studio, one- and two-bedroom units: 200 sq. ft. per unit

2. Three or more bedroom units: 300 sq. ft. per unit

b. The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.

c. A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.

d. The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.

e. A children's tot lot shall be provided for each 20 units. The minimum dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.

f. Where more than one tot lot is required, the developer may provide individual tot lots or may combine them into larger playground areas.

g. Housing complexes that include 20 or more dwelling units designed for older persons do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a" through "d" above.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples

include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

Except for the four units of each senior quad building, each of the proposed dwelling units is provided with a Private Outdoor Space of at least 48 square feet, with minimum dimension of no less than six-by-eight feet. Landscaping consisting of shrubs, groundcover, and perennial plants will be installed along edges of each Private Outdoor Space to create privacy for residents, as shown on the applicant's landscape plans **(Attachment M (Sheets I-1, I-2))**. The applicant states that a vegetative buffer at least three feet tall will be established in these areas to enhance privacy. To ensure that detailed landscape plans address this requirement, a condition of approval is recommended to ensure that landscaping in required private outdoor space areas provides a level of screening that will provide some degree of privacy to users of the space **(Condition 4)**.

To satisfy the Private Outdoor Space requirements for the senior quad buildings, the applicant relies on Section 3.6.50.04 (the option to combine private and common outdoor space) to provide this space as part of the total common outdoor area apportioned to these units. Two common outdoor areas are proposed in the eastern portion of the site; a 4,270 square foot common green between Buildings 10 and 11, and a 3,000 square foot basketball court to the south of Buildings 17 and 18. If the senior quad dwellings were constructed , the minimum Common Outdoor Space demand generated by Buildings 8 through 18 would be 4,300 square feet. A total of 7,270 square feet of common open space would be provided east of Jasper Street, leaving a surplus of 2,970 square feet, which is more than sufficient to accommodate the 384 square foot Private Outdoor Space demand generated by the senior quad units (8 X 48 sq. ft./unit)(See Table 3). The following tables illustrate requirements for outdoor common space:

Table 2 - Common Outdoor Space - West of Jasper Street

Unit Type - Bldg. #'s	Number of bedrooms / unit	Number of units	Required Common Area	Totals (in sq. ft.)
Triplexes - Bldgs. 1, 2, 3	3 bd.	9	9 X 300 sq. ft.	2,700
Five-plexes - Bldgs. 4, 5, 6	1, 2 bd.	15	15 X 200 sq. ft.	3,000
Total Required Common Outdoor Space				5,700 sq. ft.
Total Common Outdoor Space Provided West of Jasper St.				6,800 sq. ft.
Extra Common Outdoor Space Provided				1,100 sq. ft.

Table 3 - Common Outdoor Space - East of Jasper Street

Unit Type - Bldg. #'s	Number of bedrooms / unit	Number of units	Required Common Area	Totals (in sq. ft.)
Duplexes - Bldgs. 8, 9	2 bd.	4	4 X 200 sq. ft.	800
Quads - Bldgs. 10, 11 or Fourplexes - Bldgs. 10, 11	1 bd. 3 bd.	8 8	8 X 200 sq. ft. or 8 X 300 sq. ft.	1,600 or 2,400
Single Family Dwellings Buildings 15, 18, <u>and</u>	2 bd.	2	2 X 200 sq. ft.	400
Buildings 14, 16, 17, 19, 20	3 bd.	5	5 X 300 sq. ft.	1,500
Total Required Common Outdoor Space (with Fourplex)				5,100 sq. ft.
Total Required Common Outdoor Space (with Quads)				4,300 sq. ft.
Total Common Outdoor Space Provided East of Jasper St.				7,270 sq. ft.
Extra Common Outdoor Space Provided (with Fourplex)				2,170 sq. ft.
Extra Common Outdoor Space Provided (with Quads)				2,970 sq. ft.

As demonstrated by Tables 2 and 3, adequate common outdoor space will be provided for the development, in locations that will directly serve residents. As required by LDC Section 3.6.50.03.e and f, the applicant will provide a tot lot that will be at least 800 sq.

ft. in size within Common Green #1 on the west side of the development. The Code section requires a certain number of play equipment items to be provided within these areas. However, the applicant would like to allow the residents of the development to determine the play equipment to be provided in the tot lot. To accommodate this request and ensure that the LDC requirement is met, a condition of approval is recommended **(Condition 5)**.

Section 3.6.90 - COMPLIANCE WITH CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

The requirements in Chapter 4.10 - Pedestrian Oriented Design Standards shall apply to the following types of development in the RS-12 Zone:

a. All new buildings or structures for which a valid permit application has been submitted after December 31, 2006;

b. Developments subject to Conditional Development and/or Planned Development approval, as required by a Condition(s) of Approval(s); and

The proposed development would construct new buildings within a Planned Development. Therefore, compliance with Pedestrian Oriented Design Standards (PODS) is required. Following is an analysis of compliance with the applicable POD Standards in Chapter 4.10 of the Land Development Code.

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

These standards apply to Buildings 8, 9, and 12 - 18, which are either single family detached buildings on individual lots or duplex buildings on individual lots.

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. Orientation of Dwellings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and

2. Primary dwelling unit entrances open directly to the outside and do not

require passage through a garage or carport to gain access to the dwelling.

b. Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

Each of the single detached and duplex dwellings is generally consistent with the criteria cited above. Primary dwelling entrances for each unit face Sorrel Place, open directly to the outside of the dwelling, and are less than 100 feet from the street along a private walkway. As shown on the applicant's typical elevations, the front facades of each dwelling will have at least 15 percent window coverage. None of the building walls for these dwellings will be within three feet of a property line. However, because the submitted designs are typical, and may be changed, and because the applicant has not demonstrated that the duplex facades that face adjacent sidewalks to the side of Building 8, and to the rear of Buildings 8 and 9, comply with the 15% window and door requirement, a condition of approval is recommended to ensure that designs for these dwellings comply with PODS standards at the time of building permit review **(Condition 6)**.

As noted previously, the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) is present within the development footprint of the project. These criteria are met, as conditioned.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. <u>Lots ≥ 50 Ft. in Width</u> - For dwellings with front-loaded garages/carports, the <u>width</u> of the garage wall or carport facing the street shall be no more

than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

Garage/Carport Placement Options -

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

c. Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

The detached single family dwellings, Buildings 12 -18, contain front-loaded garages. Duplex Buildings 8 and 9 do not contain garages. Of the buildings with garages, only Buildings 12 and 17 are located on lots that are greater than 50 feet wide. For those buildings, which contain single-car garages, the width of the garage wall is less than 50% of the width of the dwelling's street-facing facade. For Buildings 13, 14, 15, 16, and 18, the area of the garage facade is no more than 50% of the area of dwellings'

street-facing facades.

As shown on the applicant's submitted designs **(Attachment M (Sheets O-4, O-5))**, single car garages attached to each of the single family dwellings will be front-loaded and recessed by at least four feet from the living area. The same building materials used to construct the dwelling will also be used to construct the garage of each single family dwelling.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. <u>Elevated Finished Floor</u> - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. <u>Front Porches/Patios</u> - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. <u>Sidewalk/Walkway to Front Door</u> - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

Each of the proposed single family homes is shown with a front porch with minimum dimensions of at least six feet by 10 feet and a minimum area of at least 60 square feet. A hard surface sidewalk, separated from the driveway and at least three feet wide, is proposed to extend from the public sidewalk to the entrance of each detached dwelling unit.

Similarly, the front door of each of the duplex units is shown to be accessible from a street sidewalk via a hard surface walkway that is at least three feet wide. Passage through a driveway area will not be necessary.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven building design

features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. **<u>Increased Roof Pitch</u> - A minimum 6:12 roof pitch.**

2. **<u>Eaves</u> - Eaves with a minimum 18-in. overhang.**

3. **<u>Building Materials</u> - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc., on facades facing streets. These requirements are exclusive of foundations and roofs and pertain only to the walls of a structure.**

4. **<u>Trim</u> - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.**

5. **<u>Increased Windows</u> - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.**

6. **<u>Architectural Features</u> - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

7. **<u>Architectural Details</u> - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

As shown on the applicant's submitted plans, the proposed single detached and duplex dwellings would incorporate at least three of the following five design elements:

- Primary roof pitch of at least 6:12, with only a few at 4:12;
- eaves with a minimum overhang of at least 18 inches;
- two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles);
- trim around windows and doors that is at least 2.25-inches wide; or
- a window coverage area that is at least 20 percent of the total front building

Attachment III-32

elevation area.

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

As conditioned, the proposed single family detached and duplex dwellings shall comply with the applicable Pedestrian Oriented Design Standards in Section 4.10.50 of the Land Development Code.

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

These standards apply to Buildings 1, 2, 3, 4, 5, 6, 10, and 11, which are either triplexes, fourplexes, or multi-family/apartment buildings on individual lots.

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

All building orientations, facades, and entrances shall comply with the following standards.

a. Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

1. Primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 ft. long, as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway.

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a

pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

3. **Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.**

Consistent with the criteria cited above, each of the triplex, quad, and five-plex units is accessible from a public street via a walkway that is less than 200 feet long. Although the front doors of the triplex units are within 200 feet of the sidewalk along Conser Street, the buildings are not oriented to Conser Street, as depicted in LDC Figure 4.10-13. Although doors on each unit face the street, there is no walkway directly connecting these doors to Conser Street. The north sides of the triplexes are designed to function more like back yards, with fenced, enclosed space in these areas. The applicant argues that the triplexes are architecturally oriented toward Conser Street, in compliance with the standard. The applicant argues that functionally, walkways to each of the north entrances are less likely to be used on a regular basis because on-street parking is not allowed along Conser Street, and because the dining room of each unit is at this end of the building – a space not typically associated with the primary entrance to a residence. Further, the applicant argues that extending the pathway to the south entrance rather than the north entrance of each unit allows the landscaped area north of the triplexes to remain uninterrupted, thereby providing a cohesive recreational space. The applicant states that if connections to the north entrance of each unit are required, they would prefer to remove the pedestrian pathway along the south side of the units so that the amount of impervious cover is not comparatively increased. Staff have explored this issue in detail and have determined that, for the orientation standard to be met, there must be a direct pedestrian connection from each of the doors on the north side of the units to the public sidewalk along Conser Street. If this design is utilized, the rear-loaded area of the triplexes effectively becomes the back yards of the units, and a pedestrian walkway through that area is not needed. To ensure compliance with the standard, a condition of approval is recommended **(Condition 7)**.

The five-plex buildings on the site are oriented towards Common Green #1 and Sorrel Place to the south. Parking for these units is located to the rear of the buildings, in the private alley to the north. All units have a front door within 200 feet of the sidewalk along Sorrel Place. Buildings 4, 5, 6, and 7 effectively create a courtyard (Common

Green #1) that is planned to contain a playground and additional open space area. Because of this, the provisions of LDC 4.10.60.01.a.2 allow up to 50% of the building frontages to be outside the maximum 25 foot setback along Sorrel Place. As shown, the buildings comply with this standard.

Regardless of whether the applicant chooses the option to construct the two senior quads or two four-plex buildings in the eastern portion of the site, these buildings will not be oriented toward a public street. This is because the applicant's updated wetland delineation found an additional wetland area to the north of Building 10, which development will avoid. This significantly minimizes the potential for street orientation in this area. However, a pathway less than 200 feet long will connect the primary entrance of most of these units to the public sidewalk along Conser Street. If the fourplex design is utilized, Units 33 and 34 would have front doors slightly further (approximately 230 feet from the furthest door) than 200 feet from the sidewalk along Conser Street. All other doorways would be within 200 feet of Conser Street. A variation to this standard is warranted in this instance because it enables additional wetland preservation, and because the design of the fourplex units around Common Green #2, with convenient access to the parking area to the west, provides pedestrian-oriented design amenities that compensate for the additional distance to the street **(Condition 6)**. This variation to standards is allowed through the Planned Development process.

As conditioned, no parking areas would be located between buildings and the streets to which the buildings are oriented. As conditioned, and as varied through the Planned Development process with compensating benefits, the above standards are met.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Frontage.

Both of the proposed private alleys will be situated in separate tracts. This results in a lot being created to accommodate the three triplex buildings (Lot 12), a second lot that will contain the three five-plex buildings and the community building (Lot 11), and a third lot for either the senior quads or the four-plex dwellings (Lot 10). Lot 10 has less than 100 feet of frontage along Conser Street. Lot 11 has 100 feet of frontage along both Jasper Street and Sorrel Place. Lot 12 has more than 100 feet of frontage along Conser Street, but less than 100 feet of frontage along Jasper Street. When a lot has

frontage on more than one street, Section 4.10.60.01(b) doesn't indicate if the criterion applies to all frontages. However, given that consistency with the criterion is determined based on the percentage of a building placed within the maximum setback, and that only front yard setbacks typically have a minimum and maximum distance, the standard can only apply to front yard setback areas.

Lot 12 has approximately 300 feet of frontage along Conser Street, 50 percent of which is 150 feet. The north elevation of each of the three triplexes is approximately 77 feet long, for a total building length of 231 feet. With the additional 9 feet of right-of-way width proposed for Conser Street along the north side of Lot 12, the north wall of the proposed triplexes will be located exactly 25 feet from the street, in compliance with the above standard.

The Sorrel Place frontage of Lot 11 is approximately 276 feet long and contains buildings within the maximum allowed front yard setback for a total length of approximately 90 feet. This constitutes less than 50 percent of the frontage length. However, as noted above, LDC Sections 4.10.60.01.a(2) and 4.10.60.01(b) note that open courtyard space may increase the amount of building frontage located outside of the maximum setback up to 50 percent. This exception requires that only 25 percent of the street frontage stipulated in Section 4.10.60.01(b), or 50 percent of the original 50 percent, must have buildings situated within the maximum allowed setback. This results in a minimum required building frontage length of approximately 69 feet (276 x 0.25), which is satisfied by portions of the community building and Building 4 that are within the allowed maximum front yard setback of 25 feet. Consequently, the buildings on Lot 11 will comply with this standard.

Lot 10 has approximately 44 feet of street frontage on Conser Street. As noted previously, the lot is oddly configured in order to avoid a wetland area to the north of the lot. Because of the odd configuration of Lot 10, the narrow width of the lot's street frontage, and the existence of the existing fourplex to the west, with the need for access to the east, it is not possible to meet the frontage requirement for Lot 10. A variation to this standard is warranted because of the desire to preserve the wetland to the north of the lot. To compensate for the variation to the frontage requirement, the applicant has designed a pedestrian-oriented layout for Lot 10 that focuses the development around a central courtyard. Staff recommend allowing a variation to the standard in this instance **(Condition 6)**.

c. **Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.**

The applicant has provided building designs that comply with the above standard. The applicant notes on these elevation drawings that, "Floor plans and elevations are

typical. Final design may vary, but will comply with POD Design Standards." Because final designs may vary, a condition of approval is recommended to ensure compliance with the above standard at the time of building permit application **(Condition 6)**.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

As noted previously, the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) is present within the development footprint of the project. This criterion is met.

4.10.60.02 - Parking Location

a. Standards

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

a) Where lot depth is less than 75 ft.;

b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would prohibit the provision of this common outdoor space area for residents of a development site; and/or

d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

Triplex Dwellings

Required vehicular parking for the triplex units will be provided in rear-loaded garages and accompanying driveways to the rear of the units. As noted previously, the applicant proposes to locate three of the required parking spaces along the north side of Sorrel Place. These parking spaces are to the rear of the subject units, in compliance with the standards above.

Senior Quads / Four-plex Dwellings

As discussed above, common parking spaces situated along the easterly alley are intended for use by residents of either the senior quads or the four-plex dwellings. The parking area would be situated to the side of these buildings rather than to the rear to allow the provision of common open space, consistent with LDC 4.10.60.02.a.1.c. These parking spaces comply with the above standards.

Five-plex Dwellings

Vehicular parking demand generated by each of the five-plex units will be satisfied by spaces located along the south side of the private alley that loops between Jasper Street and Sorrel Place. Buildings 4, 5, and 6 will be oriented so that these parking spaces are either to the rear or to the side of the structures. The applicant notes that it is necessary to situate the parking spaces to the side of Building 4 so that a 6,800 square-foot common green area may be placed to the rear of the structure instead. These parking spaces comply with the above standards.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

Similar to the configuration of garages attached to the proposed single family homes, single car garages attached to each triplex unit are shown to be recessed from the front of the dwelling by at least four feet. The total area of the garage wall is less than 50 percent of the total front elevation area of each triplex building. Building materials used to construct the habitable space of each triplex unit will also be used to construct the associated garage. However, since triplex designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features

are required, the inclusion of as many as possible is strongly encouraged.

1. **<u>Elevated Finished Floor</u> - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.**

2. **<u>Front Porches/Patios</u> - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.**

3. **<u>Sidewalk/Walkway to Front Door</u> - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.**

As shown on the applicant's submitted drawings, each of the triplex units will be constructed with a covered front porch, as will each of the four-plex and five-plex units. These porches will be consistent with the minimum dimensions and area noted in the criterion cited above. A hard surfaced walkway a minimum of three feet wide that is separated from a driveway is shown to extend from adjacent public sidewalks to the front door of each triplex, four-plex, and five-plex unit. Pedestrian access to each of the senior quad buildings, if constructed, would also be provided in the same manner. However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

b. **Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.**

1. **<u>Trim</u> - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.**

2. **<u>Building and Roof Articulation</u> - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:**

   a) **Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;**

   b) **Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or**

c) **Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.**

3. **<u>Building Materials</u> - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.**

4. **<u>Increased Eaves Width</u> - Eaves with a minimum 18-in. overhang.**

5. **<u>Increased Windows</u> - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.**

6. **<u>Increased Roof Pitch</u> - A minimum 6:12 roof pitch with at least a six-in. overhang.**

7. **<u>Architectural Features</u> - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

8. **<u>Architectural Details</u> - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

The applicant states that each of the proposed multifamily dwellings will incorporate the following design elements, at a minimum:

- primary roof pitch of at least 6:12, with only a few at 4:12;
- eave overhangs of at least 18 inches;
- minimum window area of at least 20 percent on facades that face streets, sidewalks, or multi-use paths; and
- two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles).

However, since designs are subject to change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

4.10.60.05 - Service Areas and Roof-Mounted Equipment

a. Service Areas - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five-10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential buildings. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

Refuse enclosures are proposed within both multifamily portions of the site. One would be located at either end of the group of parking spaces on the south side of the private alley that is behind buildings 4, 5, and 6. A single enclosure is proposed in the alley adjacent to Buildings 10 and 11. A distance of more than 20 feet separates these enclosures from adjacent residential buildings. The applicant proposes to screen the trash receptacles with fencing and landscaping. To ensure this requirement is addressed, a condition of approval is recommended **(Condition 8)**.

Roof-mounted mechanical equipment is not proposed on any of the proposed residential structures. As proposed and conditioned, the above standards are met.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. <u>Continuous Internal Sidewalks</u> - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and

pedestrian connections.

2. **<u>Separation from Buildings</u> - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:**

   a) **Sidewalks along public or private streets used to meet building orientation standard; or**

   b) **Mixed use buildings and multi-family densities exceeding 30 units per acre.**

c. **Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.**

d. **Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.**

e. **Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.**

f. **Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.**

g. **Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

A continuous internal sidewalk system will be constructed through the development, including the multi-family portions of the site. The walkways will not only connect various portions of the site to each other, but will also connect with the adjacent public sidewalks along Conser Street, Jasper Street, and Sorrel Place. These walkways will be buffered from buildings and property lines by a landscaped area at least five feet wide. In portions of the site where walkways cross vehicular circulation areas, the applicant proposes to pave the walkways with contrasting materials. This would be necessary where walkways cross the private alleys, but would not be required where

individual driveways cross public sidewalks, or where public sidewalks cross public streets. A condition of approval is recommended to ensure this standard is met **(Condition 9)**. Otherwise, walkways shall be vertically separated from vehicular areas by a height of at least six inches, and horizontally separated by a landscaping strip at least five feet wide.

Where pathways abut common parking spaces, a six-inch vertical separation will be maintained between the walkway and the parking space, except for handicapped parking spaces where grade separation is prohibited. Additionally, the walkways will be 7-½ feet wide in these areas to allow for vehicle bumper overhang, while still providing a walkway width of five feet.

Compliance with lighting standards are addressed later in this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. As conditioned, the above criteria are met.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

These standards apply to Building 7, which is a 1,700 square foot community building on Lot 11.

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

The subject proposal includes the construction of a new 1,700 square-foot community building. This use is considered a Civic Use and is subject to the development standards contained in Section 4.10.70.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains

to provisions elsewhere in this Chapter for development in the Neighborhood Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The community building is proposed to be located at the northwest corner of the intersection at Jasper Street and Sorrel Place. The front entrance to the building faces Sorrel Place, meaning the maximum front yard setback applies to the south facade of the building. One hundred percent of the building's southern facade is located within the 25-foot maximum setback from Sorrel Place, in compliance with Criterion a, above. The building contains one entrance facing each of the public streets (Sorrel Place and Jasper Street) that it is adjacent to, in compliance with Criterion b above. No parking is proposed between the building and the street. Instead the applicant has asked to be allowed to utilize a portion of the on-street parking available in this area to serve the community building. Criterion c above is met.

The topography in the area of the community building is essentially flat. Proposed excavation and grading activities will not drastically alter this condition. None of the

significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project. The above criteria are met.

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. Continuous Internal Sidewalks and Multi-use Paths - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. Sidewalks along Building Walls - Sidewalks no less than five ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete or masonry pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk

connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. **Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.**

The community building will rely on the internal sidewalk network that serves the remainder of the development site, as described above. These paved walkways are at least five feet wide and connect the various portions of the site with adjacent public sidewalks. As shown on the submitted designs for the community building, the north, south, and east elevations of the community building all have an entrance. Walkways are provided along each of these elevations and are separated from the building by a landscaped area at least five feet wide. However, since the design of the community building could change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

b. **Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.**

Options:

1. **Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.**

2. **Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.**

3. **Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.**

4. **Covered Walkways - Installation of weather protection resulting in covered**

pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.

5. **<u>Notarized Letter</u> - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.**

Most of the five options listed above are not attainable, based on the layout of the site and the location of the proposed community building on the site. The standards above are designed for sites that are more fully developed with commercial, industrial, or civic uses, not for this type of development, which contains a small civic use amongst a primarily residential development. However, the applicant has requested to utilize on-street parking to satisfy the parking requirement of the community building. Staff support this request, as is more fully explained in the parking section of this staff report. The request to reduce parking is consistent with the provisions of subsection 3 above. As explained in the parking discussion, the request to allow on-street parking could not be approved if the availability of surplus parking along the public streets within the development had not been established. Public streets within the development will contain a surplus of available parking spaces. Consequently, this standard is met.

4.10.70.04 - Vehicle Circulation and Design Standards

a. **Parking Lots -**

1. **Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.**

2. **Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.**

b. **Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.**

c. **Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.**

As noted above, the required parking associated with the community building is proposed to be located along the north curb of Sorrel Place. Therefore, none of the criteria cited above are applicable because a parking lot is not being created.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. **<u>Weather Protection</u> - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.**

2. **<u>Pedestrian Amenity Requirements</u> - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:**

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. **<u>Acceptable Pedestrian Amenities</u> - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:**

   a) **Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;**

   b) **Sidewalk planters with benches and public outdoor seating;**

   c) **Significant public art, such as sculpture, fountain, clock, mural,**

etc.;

d) **Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and**

e) **Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.**

4. **<u>Accessibility of Pedestrian Amenities</u> - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.**

While the community building could be accessed from public sidewalks along Jasper Street and Sorrel Place, the building is not abutting those sidewalks because of the required 7-foot-wide utility easement required along both streets. Thus, weather protection is not required along the corresponding building elevations. The community building is primarily used by residents within the development and will have covered porches for enhanced weather protection at all three entrances.

The proposed community building has a gross floor area of 1,700 square feet, which results in the requirement of providing one pedestrian amenity. The 6,800 square foot common green area west of the building provides a sizable "mini park," along with a playground, to serve patrons of the community building. Based on this analysis, the pedestrian amenity requirement has been met.

b. **Design Standards and Design Variety Menus**

1. **<u>Encroachments</u> - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.**

2. **<u>Loading/Service Facilities</u> - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.**

3. **Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with**

roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.

4. <u>Sign Standards</u>

a) Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.

b) Blade signs placed under awnings are allowed along Shopping Streets.

c) Remaining sign provisions are in accordance with Chapter 4.7 - Sign Regulations.

5. <u>Lighting Standards</u> - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

None of the architectural features of the proposed community building will encroach into the adjacent public rights-of-way. The refuse enclosures located along the private alley to the north of the building will be used to collect trash generated at the community building. These facilities will be screened consistent with standards from LDC Chapter 4.2, as discussed above. Roof-mounted equipment is not proposed in conjunction with the community building.

A single sign is proposed for the entire development and will be located along Conser Street, immediately west of the Jasper Street intersection. The sign will be consistent with applicable standards from LDC Chapter 4.7. Compliance with lighting standards is addressed later in this staff report. Findings from that discussion are incorporated by reference as findings under the above criteria. The above criteria are met

6. <u>Windows</u> - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.

a) <u>Ground Floor Windows and Doors</u> - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice

separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

a. Opacity of greater than 60 percent prohibited for any required window; and

b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

The south and east elevations of the proposed community building will face public streets. The placement, style, and design of windows along these elevations is consistent with many of the standards cited above from Section 4.10.70.05.b(6). The windows will occupy at least 25 percent of the first 12 feet in height from grade of each elevation. On the east elevation the windows are framed by the transition in siding materials and the support posts of the covered front porch, while on the south elevation, windows are framed by the roof eaves and eave brackets, as well as by vertical breaks in the roof line. These methods of framing the windows are appropriate for the residentially-influenced architectural style of the proposed building. All of the windows will be completely transparent and allow visibility into the building from adjacent sidewalks.

Staff note that the floor plan of the proposed building does not allow windows to be placed along 60 percent of the applicable building elevations. Portions of the floor area dedicated to a restroom and storage areas preclude the introduction of either more or larger windows along the east elevation, which currently has windows and doors along 28 percent of its length. On the south elevation, approximately 43 percent of the building wall is occupied by windows and doors. To achieve 60 percent, another 10 feet of wall area would need to contain windows or doors. The floor plan of the building does not allow for this increase.

Although the community building could be redesigned to comply with the standard, a commercial storefront-type building would not be appropriate in the residential context of this development. Although the use of the building is classified as civic in nature, its actual use patterns will be more similar to that of the associated residential buildings and not those of a typical civic use, such as a government building, a library, or a fraternal organization. The applicant has designed the structure to be compatible with

the proposed residential structures and to contribute to the residential character of the development. The applicant has requested that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that 20 percent of building facades that face public streets contain windows or doors, which is achieved along the east and south elevations of the community building. Staff support the requested variation and find the enhanced compatibility of the community building design to be a compensating benefit for the variation from the standard. A condition of approval is recommended to memorialize this determination **(Condition 6)**.

7. **Design Variety Menu - Each structure shall incorporate a minimum of three of the following five building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.**

   a) **Building Walls - Building walls in excess of 30 ft. in length shall not exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.**

   b) **Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.**

   c) **Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.**

   d) **Base Treatments - A recognizable Base Treatment consisting of at least one of the following:**

      1) **Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;**

      2) **Integrally textured materials such as stone, stucco, or other masonry;**

      3) **Integrally colored and patterned materials such as smooth-finished stone or tile;**

      4) **Lighter or darker colored materials, Mullions, or panels;**

      5) **Detailing such as scoring, ribbing, moldings, or**

ornamentation; or

6) Planters integral to the building.

e) <u>Top Treatments</u> - A recognizable Top Treatment consisting of at least one of the following:

1) Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;

2) Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or

3) Stepped parapets.

Consistent with the options provided above, the proposed community building will have wall segments that are less than 60 feet long and interrupted by horizontal offsets of approximately seven feet in depth. Foundation landscaping is proposed along these segments of the building to buffer its overall length. Entrances provided along the east and south elevations are proposed to be covered by a framed overhang with a gabled roof. This same roof pattern is continued across the entire structure and will have a minimum pitch of 6:12. However, since the design of the community building could change, a condition of approval is recommended to ensure that these standards are met through the building permit process **(Condition 6)**.

<u>Conclusion Regarding Development Standards and Requirements</u>

As conditioned, the applicable development standards and requirements of the RS-12, Medium-High Density Residential zoning district have been met.

LAND DEVELOPMENT CODE CHAPTER 4.6 - SOLAR ACCESS

<u>Applicable Land Development Code Requirements</u>:

Section 4.6.30 - PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of <u>lots</u> contain sufficient east/west dimension to allow orientation of the following

minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the <u>buildings</u> contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) 30 lineal ft. per unit for Single-family Detached dwelling units; and

b) 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.

2. Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.

The applicant has completed a solar access study for the proposed development, **(Attachment M (Sheets N-1, N-2))**. The applicant's solar access study demonstrates that Solar Access Protection is achieved for at least 80 percent of the single family dwellings by preserving solar exposure for 30 lineal feet of the ground floor of each structure. The additional requirement of retaining a minimum roof area of at least 100 square feet for solar access is also achieved for these structures.

The solar access study also demonstrates that Solar Access Protection is accomplished for 80 percent of the duplex, triplex, and multiplex buildings at a rate of 15 lineal feet per ground floor unit. The solar access study also demonstrates that solar access for the existing fourplex on the site will not be compromised by the proposed development. There is no other existing adjacent residential development that would have its solar access affected by the proposed development. This standard is met.

Section 2.5.40.04 - COMPLIANCE WITH PLANNED DEVELOPMENT COMPATIBILITY FACTORS

<u>Applicable Land Development Code Requirements</u>:

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City

Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

a. Compatibility Factors -

1. COMPENSATING BENEFITS FOR THE VARIATIONS BEING REQUESTED:

The applicant has requested a number of variations from standards. Following is a discussion of the requested variations and compensating benefits. In addition to the variations requested by the applicant, Staff have identified a few additional criteria for which variations would be necessary. These variations are also discussed at the end of this section.

Code Variation Requested:

LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1. Large canopy trees are required at a ratio of one tree for each 12 vehicle parking spaces. Twenty-four vehicle parking spaces are proposed adjacent to the easterly alley. This would require two large canopy parking lot trees.

Compensating Benefits:

Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on submitted landscape plans.

Analysis

Although parking lot landscaping is usually provided within parking lot islands, landscaping along the perimeter of parking lots is also allowed, so long as it would provide shading and aesthetic benefits to the parking lot area. The applicant has located a 7 1/2-foot wide sidewalk immediately adjacent to the easterly parking lot area. This is necessary to accommodate pedestrians traveling to and from vehicles. If a curbside planting strip were required, vegetation within the planting strip would be damaged by frequent foot traffic. The applicant's landscape plans show three large canopy trees and five medium canopy trees along the edge of the adjacent sidewalk that would provide shading and aesthetic benefits to the parking lot area, in compliance with the above standard. A variation to this requirement is not necessary.

Code Variation Requested:

LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces,

for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.

Compensating Benefits:

The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future due to surrounding locally protected wetlands. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Analysis

With the south side of Sorrel Place posted "no parking," the amount of available on-street parking on the north side of the street is approximately 22 spaces (each parallel parking space requires 22 feet). Some additional on-street parking will also be available on Jasper Street, which will be widened to a standard 50-foot right-of-way width. Allowing three required spaces to be located on Sorrel Place will not significantly reduce the amount of available on-street parking on Sorrel Place and will be consistent with the direction of Comprehensive Plan Policies 4.10.6 and 7.5.5, which call for reducing unnecessary amounts of impervious surface area within developments in Corvallis. Staff support approval of the requested variation.

Code Variation Requested:

LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.

Compensating Benefits:

The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.

Analysis

Staff note that the community building is primarily designed to serve residents of the development. The building may be used occasionally for meetings of outside parties, but the primary use of the building will be to serve residents, who would not drive vehicles to the community building. Although the LDC nominally requires nine parking spaces to serve a civic building of this type, it would be wasteful and inconsistent with the direction of Comprehensive Plan Policies 4.10.6 and 7.5.5 to require an additional parking lot to be constructed to serve occasional visitors from outside the development. As discussed above, there will be adequate on-street parking on Sorrel Place to accommodate occasional visitors to the community building. However, to better serve residents of the development, who would be more likely to bicycle to the community building, and to compensate for the lack of on-site vehicle parking, a condition of approval is recommended to require additional bicycle parking facilities at the community building **(Condition 10)**. As conditioned, Staff support approval of the requested variation.

Code Variation Requested:

LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 17 and 18 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.

Compensating Benefits:

Lots 17 and 18 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.

Analysis

Tract C serves two purposes: to provide a basketball sport court for the benefit of the residents of the development, and to provide adequate area for fire apparatus to turnaround, if necessary. Because of these two uses, no vehicles should be allowed to park in the sport court area, and it would serve a function similar to a public street. A condition of approval is recommended to ensure that vehicles are not parked in the sport court area **(Condition 11)**. As conditioned, Staff support the proposed variation to the standard.

Code Variation Requested:

LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.

Compensating Benefits:

Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential window coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.

Analysis

Although the community building could be redesigned to comply with the standard, a commercial storefront-type building would not be appropriate in the residential context of this development. Although the use of the building is classified as civic in nature, its actual use patterns will be more similar to that of the associated residential buildings. The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The applicant has requested that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that 20 percent of building facades that face public streets contain windows or doors, which is achieved along the east and south elevations of the community building. Staff support the requested variation and find the enhanced compatibility of the community building design to be a compensating benefit for the variation from the standard. A condition of approval is recommended to memorialize this determination **(Condition 6)**.

Code Variation Requested:

LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.

Compensating Benefits:

The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.

Analysis

The standard in LDC Section 4.0.60.j.2(f), states "Garages adjacent to two-way alleys shall be located no closer than 14 ft. from the centerline of the alley unless they are angled from the alley zero degrees to 45 degrees...." The subject garages are located at 90 degrees from the alley, but are located more than 20 feet from the centerline of the alley. Consequently, no variation to the alley standard is necessary in this instance. The proposed development complies with the applicable LDC requirement. However, Staff are concerned that the proposed new sidewalk adjacent to the existing garages could create conflicts between pedestrians and vehicles due to limited site distance. Therefore, Staff recommend a condition of approval to eliminate the sidewalk, which is not required by the Land Development Code **(Condition 22)**. This issue is discussed in more detail later in the Pedestrian Circulation portion of this staff report.

Code Variation Requested:

LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.

Compensating Benefits:

The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.

Analysis

Vehicular access and emergency access to the development will not be compromised by the proposed variation to the standard. The proposed 24-foot wide alley will adequately accommodate two-way traffic. The proposed network of pedestrian paths and sidewalks on the site will facilitate access where a street might alternatively provide access. Because there is no negative impact resulting from the requested variation, Staff support the requested variation to the standard.

Code Variation Requested:

LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the

duplex units are proposed to be situated adjacent to the easterly private alley. Some of the parking spaces serving the duplex units will be provided on the duplex lots, in a parallel-parked configuration to the north of the units; however, some of the spaces necessary to serve the duplexes will be located in parking spaces adjacent to the easterly alley, contained within Lots 7 and 10.

Compensating Benefits:

The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.

Analysis

The applicant will retain ownership and control of the land on Lot 7 and of the entirety of development on Lot 10. Since the parking spaces will remain under the control of Willamette Neighborhood Housing Services (WNHS), to serve WNHS units, no conflict is anticipated. Staff support the requested Code variation.

Code Variation Requested:

LDC Section 4.10.60.01.b - For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone. Lot 10 contains approximately 44 feet of street frontage on Conser Street. However, no portion of any building is proposed within the 25-foot maximum setback from Conser Street.

Compensating Benefits:

The odd configuration of Lot 10 allows for the preservation of wetlands to the north of the lot. In addition, access must be provided to the existing fourplex to the west of Lot 10. Protecting wetlands and accommodating existing development patterns are compensating benefits of the variation to the standard.

Analysis

Lot 10 is oddly configured to avoid a wetland area located to the north of the lot. If there were not a wetland in this area, it would be possible to layout Lot 10 with a large amount of frontage on Conser Street, with buildings located as required by LDC 4.10.60.01.b. Additionally, the 44-feet of Lot 10 that abuts Conser Street is adjacent to the existing fourplex to the west. A private alley has been proposed to continue to provide access for two of the existing fourplex units, as well as to serve the new development. The resulting portion of Lot 10 that fronts on Conser Street does not lend

itself well to building placement. In lieu of this, the applicant has designed a pedestrian-oriented common green area to provide a pedestrian focus for Buildings 10 and 11. For these reasons, Staff support a variation to the subject Code standard.

Code Variation Requested:

LDC Section 4.10.60.01.a - For triplexes, fourplexes and other multi-family housing types, primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 feet long. If fourplexes are constructed on Lot 10 instead of quads, Units 33 and 34 will be more than 200 feet, in pedestrian travel distance, from the sidewalk along Conser Street, which is the nearest public street. Unit 33 would be approximately 230 feet from the sidewalk and Unit 34 would be approximately 210 feet from the sidewalk.

Compensating Benefits:

Lot 10 has been configured to work around an existing wetland to the north, which eliminates the possibility of more direct pedestrian access to the sidewalk along Conser Street. The pedestrian-oriented design of the fourplex development, surrounding a common green, provides a compensating benefit as well.

Analysis

Although it might be possible to develop a pedestrian connection less than 200 feet long between Units 33 and 34 and the sidewalk along Sorrel Place to the south, this connection would serve little purpose, as there isn't anticipated to be a need for pedestrians to travel frequently between these two areas. Similarly, to alter the site design in an attempt to move all fourplex units within 200 feet of the sidewalk along Conser Street would disrupt the proposed orientation of the units around Common Green #2. It is not possible to build fewer dwelling units and achieve the minimum density requirement for the development. Because the pedestrian travel distance from Units 33 and 34 is not significantly more than the 200 feet allowed by the LDC, Staff support a variation to the standard, with compensating benefits of wetlands protection and pedestrian-oriented design.

Conclusion

Staff find that the compensating benefits to be provided will adequately offset the impacts of the requested variations to standards. Staff find that this criterion is met.

2. BASIC SITE DESIGN (THE ORGANIZATION OF USES ON A SITE AND THE USES' RELATIONSHIPS TO NEIGHBORING PROPERTIES);

Applicable Comprehensive Plan Policies:

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.3 The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are determined by proximity to major streets, transit corridors, and higher density housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.5.1 The City shall plan for affordable housing options for various income groups, and assure that such options are dispersed throughout the City.

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the

development of affordable dwelling units which produce diverse residential environments and increase housing choice.

The proposed site design generally complies with required site design elements such as building orientation and parking location. Where variations to these standards are requested, compensating benefits have been provided, as is discussed above. An internal pedestrian network is provided for, as required by LDC 4.10.60.06. The site design creates one additional access point on Conser Street, in addition to the existing connection at Jasper Street. The separation of the private alley from Jasper Street meets the City's spacing requirements. Two private alleys are proposed, both of which will be 24 feet wide, with no parking permitted within the alley itself. Because of the relative density of the proposed development and the potential for conflicts between on-street parking and fire equipment access needs, the 28-foot wide public streets (Jasper and Sorrel) are proposed to allow parking on only one side of the street.

Fire Department comments on the proposed development are as follows:

1. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking should extend to both sides of the westerly private alley as it comes around to meet Sorrel Place.

2. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."

A condition of approval is recommended to ensure that these issues are addressed with development **(Condition 12)**.

The proposed site design of the development is consistent with applicable Comprehensive Plan Policies. The proposed development provides a compact urban form and creates a neighborhood with a diversity of housing types, pedestrian scale, and shared public areas, consistent with Policy 3.2.1. Because of surrounding wetland areas that will be preserved, compatibility conflicts with adjacent existing development will be avoided, consistent with Policy 3.2.3. The site design accommodates the access needs of the existing fourplex, while expanding neighborhood qualities and housing variety on the site, consistent with Policies 9.2.1 and 9.2.2. The proposed development is pedestrian-oriented, consistent with Policy 9.2.4 and provides many of the neighborhood characteristics called for by Policy 9.2.5. Additionally, the proposed development makes use of innovative site development techniques and provides a mix of dwelling types, consistent with Policy 9.3.2. The incorporation of the "quad" units as a possible development option is consistent with Policy 9.4.7, which calls for the development of specialized housing for citizens with special housing needs, such as seniors. Finally, as an affordable housing development, the proposed development is consistent with Policies 9.5.1 and 9.5.2, which call for the provision of affordable

housing options dispersed throughout the City, which produce diverse residential environments and increase housing choices.

As conditioned, the proposed site design complies with applicable Comprehensive Plan Policies and Land Development Code requirements. No compatibility conflicts are anticipated based on the site design of the proposed development.

3. VISUAL ELEMENTS (SCALE, STRUCTURAL DESIGN AND FORM, MATERIALS, ETC.);

The applicant has submitted sample plans and elevations for buildings on the development site to demonstrate how compliance with Chapter 4.10 (PODS), could be achieved. However, actual building designs may vary from those shown. Building locations will be as shown on the subdivision layout plan and buildings will be contained within the building envelopes shown on that plan. The number of bedrooms within units will remain as proposed and the parking serving each dwelling will remain as proposed. Additionally, compliance with Pedestrian Oriented Design Standards (PODS) will be required for all buildings on the site at the time of building permit application, except for variations to those standards approved by this land use application **(Condition 13)**. PODS requirements for all buildings on the site include requirements for building orientation, pedestrian features, parking and garage placement, and design variety. These requirements will ensure that buildings on the site will be visually interesting and compatible with nearby residential development.

Permitted building height in the RS-12 Zone is 35 feet. However, the applicant's submitted designs show two story buildings that are no taller than 30 feet, as measured at the highest point on the building. Because fire access road width requirements increase to 26 feet if buildings are taller than 30 feet, as measured at the highest point of the building, and because proposed fire access roads do not all comply with that standard, a condition of approval is recommended to require that no buildings on the site shall be taller than 30 feet, as measured at the highest point on the building **(Condition 13)**. The nearest existing development to the proposed development site (excluding the fourplex on the site), is the single family residential neighborhood to the northeast. This neighborhood is zoned Low Density Residential with a Planned Development Overlay PD(RS-6). The maximum permitted building height within the RS-6 Zone is 30 feet. Consequently, the height of buildings within the Seavey Meadows development will be consistent with that allowed in the nearest residential neighborhood. Although RS-12 development is anticipated to be more dense than RS-6 development, attached townhouses (3 - 5 units), duplexes, triplexes, and fourplexes are all building types that are permitted in the RS-6 Zone. Since these are, for the most part, the types of buildings proposed within the Seavey Meadows development, these building types are consistent with development in the RS-6 Zone. The one building type that is not permitted in the RS-6 Zone, the five-plex units, are located in the southwest corner of the development, at the furthest separation from the low density

neighborhood to the northeast.

Based on this analysis, and as conditioned, Staff find that the visual elements of the proposed development will be compatible with surrounding development.

4. NOISE ATTENUATION;

No undue noise impacts are anticipated from the proposed development. Any noise originating from the proposed development is anticipated to be similar to noises heard within other residential areas of the City (e.g. lawn mowers, children playing, etc.). This criterion is met.

5. ODORS AND EMISSIONS;

No unusual odors or emissions are anticipated from the proposed development. This criterion is met.

6. LIGHTING;

Applicable Land Development Code Requirements:

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. **For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.**

b. **With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.**

c. **Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.**

d. **Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property.**

Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

e. **All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.**

f. **Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.**

g. **Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.**

The applicant has submitted a site lighting plan for the proposed development that shows the ground illumination pattern for new private fixtures installed outside of buildings, around common green areas, and along the private alleys **(Attachment M (Sheet M))**. The applicant proposes 12-foot tall pedestrian-scale fixtures at the intersection of each alley with a public street and at the dead-end on Sorrel Place, within Tract 'C'. However, Public Works Staff have determined that these lights are not acceptable, and will require standard street lights in these locations **(Condition 29)**. As noted on LDC 4.2.80.e, the new street lights shall have flat-lens fully shielded luminaires. All other exterior lights proposed for non-public areas shall comply with the applicable requirements of LDC 4.2.80 **(Condition 14)**. As conditioned, this criterion is met.

7. SIGNAGE;

The applicant is proposing to install one monument sign immediately west of the intersection of Conser Street and Jasper Street **(see Attachment A)**. The applicant has not provided information regarding the size or exact location of the sign. The applicant states that permits for the sign will be obtained prior to installation to ensure consistency with the applicable standards from LDC Chapter 4.7 (Sign Code). Per the standards in LDC 4.7.90.01.a, permanent monument signs are allowed where a site's primary frontage exceeds 100 feet. The Seavey Meadows site has more than 100 feet of frontage on Conser Street. To ensure compliance with all applicable Sign Code requirements, a condition of approval is recommended for the monument sign **(Condition 15)**. As conditioned, this criterion is met.

8. LANDSCAPING FOR BUFFERING AND SCREENING;

Applicable Comprehensive Plan Policies:

5.3.1 To increase the aesthetic qualities of the community and enjoy the engineering and ecological benefits of trees, the City shall require developers to plant appropriate numbers and varieties of trees with all new development. Such standards shall be maintained in the Land Development Code.

5.3.3 The City shall encourage the use of large-canopy trees.

The proposed development is consistent with Comprehensive Plan Policies 5.3.1 and 5.3.3. As discussed below, the applicant has proposed planting an appropriate number and variety of trees within the development, as required by the Land Development Code. Additionally, the applicant has proposed planting large canopy trees in a number of areas where there is adequate space to support such a tree.

Applicable Land Development Code Requirements:

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

1. Street Trees -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local Streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

2. Along alleys, trees shall be planted on the sides of the alleys at a minimum of one tree per lot; and the trees shall be located within 10 ft. of the alley;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking

Lot Trees;

4. Conditions of Approval for individual development projects may require additional tree plantings to mitigate removal of other trees, or as part of landscape buffering or screening efforts;

5. The distance between required trees shall be determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees; and

6. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Maximum 30 ft. on-center spacing
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Maximum 50 ft. on-center spacing

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Minimum one tree per 12 cars

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

2. <u>Additional Standards for Alleys Serving Residential Use Types</u> -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

As a result of the proposed development, most of the existing curbside sidewalks along Jasper Street, Sorrel Place, and Conser Street will be reconstructed as separated sidewalks. A new 12-foot wide planting strip and five-foot wide sidewalk will be installed

along the south side of Conser Street, from the intersection at Jasper Street to the westerly site boundary. The curbside portion of sidewalk along Conser Street abutting the existing fourplex on the site is proposed to remain in place. The fourplex is not part of the proposed development, and reconstruction of a setback sidewalk in this area may conflict with existing landscaping and other improvements in that area. A six-foot wide planting strip and a five-foot wide sidewalk will be constructed along both sides of Jasper Street, as well as along the north side of Sorrel Place. The applicant's submitted landscape plans show those areas will be landscaped with a combination of turf and appropriate street trees at the spacing distances noted in Table 4.2.-1 of Section 4.2.30. Large canopy trees are proposed in the 12-foot-wide planting strip areas along Conser Street, while medium canopy trees are proposed along Jasper Street and Sorrel Place. In accordance with LDC Section 4.2.30.a.1, Parts (a) and (d), one large canopy tree will be planted behind the sidewalk along Conser Street that is adjacent to Building 10. The applicant discussed with Staff whether street trees should be planted along the south side of Sorrel Place. Fencing is a necessary design element in this area to prevent easy encroachment into the protected wetland area to the south of the street. Approximately 5 feet of the site would remain on the south side of the street, and it was determined that, with fencing and adjacent wetlands, it would be difficult to maintain street trees in this area without potential negative impacts to the adjacent wetland. Consequently, no street trees are proposed on the south side of Sorrel Place.

Several pedestrian walkways extend throughout the development. Landscape buffers at least five feet wide parallel these paths. Submitted landscape plans show that the requisite number of trees noted in LDC Section 4.2.30.a(3) will be planted along either side of the paths at the minimum spacing required, unless the pattern is interrupted by a building or other obstruction that would compromise the health of a tree at maturity.

Two common parking areas are proposed as part of the private alleys that loop through the site. The westerly parking area includes planter islands that will contain medium and large canopy trees consistent with the requirements of LDC 4.2-2. However, in order to provide the minimum number of spaces required in the easterly parking area for the duplex and contemplated quad, or four-plex, dwellings, the applicant decided not to include parking lot trees in islands. Rather, the applicant proposes to plant medium and large canopy trees behind the adjacent pathway, where space allows. Three large canopy and two medium canopy trees are proposed adjacent to the parking area, in compliance with the parking lot tree requirements.

Both of the proposed private alleys will be situated in separate tracts. Trees are shown along both of the proposed private alleys as they loop through either portion of the site. Consistent with LDC Section 4.0.60.j.2.c, at least one tree will be planted within each lot abutting the alleys, in an area adjacent to the alley.

Although the applicant's submitted landscape plans generally demonstrate compliance with the standards discussed above, detailed landscape plans, as well as maintenance obligations, must be obtained in order to comply with the above LDC requirements. To

ensure compliance with these requirements, a condition of approval is recommended **(Condition 4)**.

Based on this analysis, and as conditioned, the applicant has demonstrated compliance with applicable street, alley, and parking lot tree requirements.

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

a. Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft.-wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

b. In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall -

1. Include one or more shade canopy trees;

2. Be a minimum length of eight ft. at its smallest dimension;

3. Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and

4. Include raised concrete curbs around the perimeter.

c. Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall

be planted in landscape areas within five ft. of the walkways and driveways, respectively.

The applicant's submitted landscape plans show buffer landscaping around parking areas for four or more vehicles, as required by the Code cited above. These landscaped areas are shown to contain shade trees and adequate soil area, and are of adequate size, per the above standards. However, detailed landscape plans are necessary to ensure that the specific types of landscaping proposed comply with the standards above, and a maintenance obligation is necessary to ensure that required landscaping will be maintain. To ensure compliance with these requirements, a condition of approval is recommended **(Condition 4)**.

The applicant proposes to install a densely planted landscape buffer in the area north of the three triplex buildings, which has been designated as the front yard for Lot 12. Although standards from LDC Chapter 4.10 require these structures to be oriented toward Conser Street, the applicant would like to create a substantial visual separation between the street and these dwellings. Conser Street is designated as a Collector Street and designed to carry traffic at a volume that is less than optimal for fostering a quality residential setting for these units. When combined with the maximum allowed setback distance of 25 feet, the applicant states that the landscaping will create a sheltered area for residents to conduct outdoor activities without feeling exposed to the vehicular-oriented street environment. Although staff recommend that direct pedestrian connections be provided from the front of these units to the sidewalk along Conser Street **(see Condition 7)**, there is no LDC requirement that prohibits the planting of landscape buffers in front yard areas, so long as pedestrian access is provided through these areas. However, landscape screening limitations will restrict the height of any landscaped screen or fence in the required front yard areas of the triplexes (the first 10 feet) to three feet (see below).

Section 4.2.50 - SCREENING (HEDGES, FENCES, WALLS, AND BERMS)

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within Vision Clearance Areas, as determined by the City Engineer.

a. Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:

1. Where required by the Planning Commission to meet screening requirements;

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2. Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or

3. Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.

b. Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.

c. Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building Permit approval prior to construction.

d. Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.

e. Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.

4.2.50.02 - Service Facilities and Outdoor Storage Areas

Trash dumpsters, gas meters, ground-level air conditioning units and other mechanical equipment, other service facilities, and outdoor storage areas shall be appropriately screened

with a fence, wall, or plantings, consistent with the landscape screening provisions in this Section. When located adjacent to a residential zone, outdoor components associated with heat pumps, ground-level air conditioning units and similar kinds of equipment that create noise shall not be placed within any required setback area. Additionally, if such equipment is located adjacent to a residential zone and between five - 10 ft. of a property line, it shall be screened with a solid fence or wall at least one ft. higher than the equipment. When such equipment is located adjacent to a residential zone and outside a required setback line, and is greater than 10 ft. from a property line, standard screening requirements in this Section shall apply.

Fences are proposed to be installed in various portions of the site. To create privacy for the residents of the single family detached homes, the applicant requests the option of installing a six-foot tall privacy fence along the rear lot line of Lots 1 through 7. Where the fence passes between the rear of unit 12 and the adjacent walkway, the height of the fence would be limited to four feet, as required by Section 4.2.50.01(b). Side yard fences might also be used on both sides of units 12 through 18. The other fence proposed will extend along the perimeter of the site and through the landscaped area north of the three triplex buildings. This ornamental split-rail fence will be a maximum of four feet tall and simply serve to denote the boundaries of the development and not function as a screen. Landscaping is proposed along all fences to prevent a monotonous appearance. To ensure compliance with LDC 4.2.50.01.a, a condition of approval is recommended to limit hedges and fences within any required yard area, such as the front yards of Lot 12, from exceeding three feet in height **(Condition 4)**.

Three common trash enclosures are proposed to occupy the site; two in the westerly private alley and one along the easterly private alley. Fencing and/or landscaping will be used to screen these facilities, as required by Section 4.2.50.02. **Condition 8** will ensure this standard is met.

As conditioned, the proposed development will comply with applicable landscaping requirements.

9. TRANSPORTATION FACILITIES;

This topic is discussed in detail in the Circulation portion of this staff report. Findings and conclusions from that discussion are incorporated by reference as findings and conclusions under the above criterion.

10. TRAFFIC AND OFF-SITE PARKING IMPACTS;

Traffic

Applicable Comprehensive Plan Policy:

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets

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to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

The applicant conducted a traffic impact analysis (TIA) for the proposed residential development. The TIA finds that the proposed Seavey Meadows development can be developed while maintaining acceptable levels of service for the surrounding transportation system. No operational deficiencies are identified in the build-out year, with or without site generated trips. Staff concur with the findings of the TIA. The findings of the TIA and Staff's analysis of traffic impacts are discussed in more detail later, in the Circulation section of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. Staff find that traffic impacts from the proposed development will be within acceptable levels, consistent with Land Development Code requirements and Comprehensive Plan Policy 11.3.9.

Off-Site Parking Impacts

Applicable Comprehensive Plan Policies:

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

11.4.1 The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.

11.4.3 All traffic generators shall provide adequate parking.

11.4.7 The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

Applicable Land Development Code Criteria:

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking

associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS

Minimum parking requirements for Use Types in all areas of the City, with the exception of the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections 4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB) Zone are described in Section 4.1.30.g.

a. Residential Uses Per Building Type -

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1. **Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -**

   a) **Vehicles - Two spaces per dwelling unit.**

   b) **Bicycles - None required.**

2. **Duplex, Attached, and Multi-dwelling -**

   a) **Vehicles -**

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	2.5 spaces per unit.

   b) **Bicycles -**

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. **Community Recreation Buildings - One space per 200 sq. ft. of gross floor area.**

The applicant has requested to vary from the requirement in LDC Section 4.1.20.j.1.b, which states that required parking for development in the RS-12 Zone must be located on the same development site is the primary use. Although it could be argued that the entire Seavey Meadows area constitutes the development site, typically, vehicle parking is located on the same lot as the primary use. In most areas of the development, this is the case. However, in a few locations, (three spaces serving the triplexes that would be located on a public street, nine spaces serving the community building that would be located on a public street, and two or three spaces serving the duplex buildings that would be provided on an adjacent lot) the applicant has requested to be allowed to vary from this standard. Staff support the requested variations for reasons explained earlier in the Compensating Benefits portion of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. In all other cases, required parking is located on the same lot as the development it serves. Most of the parking required to serve the triplex units is located within, or in front of, a single car garage in each unit. Required parking for the five-plex units is located to the north of the units, in the portion of Lot 11 that abuts the private alley. Required parking for the

quads or fourplexes is located to the west of the units, in the portion of Lot 10 that abuts the private alley. Required parking for the detached single family homes on the site is provided within, or in front of, the single car garage within each unit.

As noted, the single family detached and triplex units rely on tandem parking, with one space within a garage and one space in front of that garage. Development Services Staff recently issued an Update to the City's Off-Street Parking and Access Standards that clarifies situations in which tandem parking is allowed **(Attachment K)**. The Update states that tandem parking is allowed for the following residential building types: Single Detached, Single Detached (Zero Lot Line), Duplex, Single Attached (Zero Lot Line), Attached (no more than three dwelling units), and Manufactured Homes. As proposed, Lot 12 contains 9 attached dwelling units. In this configuration, tandem parking would not be allowed. To remedy this situation, a condition of approval is recommended to require each of the attached triplex units to be located on a separate lot **(Condition 16)**. Staff have determined that it is possible to divide Lot 12 into three lots, in compliance with applicable platting standards. In this configuration, the triplexes would comply with the standard, and tandem parking would be allowed. Alternatively, the Planning Commission could allow a variation to the tandem parking rule for the triplex units, without changing the lotting pattern.

The original Conceptual and Detailed Development Plan for Seavy Meadows (PD 82-5, **Attachment G**) requires two on-site parking spaces for each dwelling unit, as well as 0.38 off-site parking spaces per unit for guest parking. This was described as "an experiment" in the decision, but it remains the applicable parking requirement for the existing fourplex building on the site. The fourplex is provided with two on-site parking spaces per unit, as required. Based on the referenced condition, an additional 2 guest parking spaces should be available to serve the fourplex (4 X 0.38 = 1.52 spaces). As proposed, on-street parking would be available on the west side of Jasper Street. There is approximately 60 feet of on-street parking to the east of the triplex buildings and approximately 110 feet of on-street parking to the east of the five-plexes and community building. These two areas provide space for seven on-street parking areas. Consequently, with the previously calculated 22 on-street parking spaces on the north side of Sorrel Place, the approximate total amount of on-street parking estimated to serve the development is 29 spaces. Allowing three spaces for the triplex, up to nine spaces for the community building, and two spaces for guest parking for the existing fourplex, fifteen on-street spaces remain available to serve overflow parking needs within the development. As noted previously, allowing some on-street spaces to count toward required parking is consistent with Comprehensive Plan Policy 7.5.5, which calls for a reduction in impervious surface areas, such as on-site parking spaces, on development sites. The requested on-street parking is also consistent with Policy 11.4.7, which calls for the City to explore, "opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities." The policy notes that factors such as good transit and pedestrian access should be considered. The development is served by an existing transit stop and is also served by an internal pedestrian circulation system that will make it easy for residents to walk

to the community building rather than drive their cars. Based on this analysis, Staff find that the parking requirements of the existing fourplex are met, while allowing a sufficient amount of on-street "overflow" parking to remain available on the site.

Vehicle Parking

The following tables illustrate vehicle parking requirements for the proposed development. Table 4 illustrates the requirement if the senior quads are built, and Table 5 illustrates the requirement if fourplexes are built.

Table 4 – Required Vehicular Parking with Senior Quads

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	2 spaces per dwelling	7	14	14
Duplex (2 bedroom)	1.5 spaces per unit	4	6	6
Senior Quad (1 bedroom)	1 space per unit	8	8	8
Triplex (3 bedroom)	2.5 spaces per unit	9	22.5 - 10% = 20.25*	21 (3 on street)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	1 space / 200 sq. ft.	1,700 sq. ft.	9	9 (on street)
		TOTAL	77	78 (2 on street, 76 on site)

*NOTE: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

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Table 5 – Required Vehicular Parking with Four-plexes

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	2 spaces per dwelling	7	14	14
Duplex (2 bedroom)	1.5 spaces per unit	4	6	6
Four-plex (3 bedroom)	2.5 spaces per unit	8	20 - 10% = 18*	18
Triplex (3 bedroom)	2.5 spaces per unit	9	22.5 - 10% = 20.25*	21 (3 on street)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	1 space / 200 sq. ft.	1,700 sq. ft.	9	9 (on street)
		TOTAL	87	88 (12 on street, 76 on site)

*NOTE: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Based on the calculations shown, if the senior quad buildings are built, there will be ample on-site parking provided with the need for only two on-street spaces to serve the development. The fourplex option represents the "worst-case" scenario. If that option is constructed, an adequate amount of on-site and on-street parking will be available to serve the development, as has been previously discussed. As varied through the Planned Development, and as conditioned, the vehicle parking needs of the proposed development will be met.

Bicycle Parking

The following tables illustrate bicycle parking requirements for the proposed development. Table 6 illustrates the requirement if the senior quads are built, and Table 7 illustrates the requirement if fourplexes are built.

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Table 6 – Required Bicycle Parking with Senior Quads

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	None required	7	0	14 (w/in garages)
Duplex (2 bedroom)	1.5 spaces per unit	4	6	8
Senior Quad (1 bedroom)	1 space per unit	8	8	14
Triplex (3 bedroom)	2 spaces per unit	9	18	18 (w/in garages)
Five-plex (1 bedroom)	1 space per unit	6	6	6
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	10% of vehicle req. or 2	1,700 sq. ft.	2	2
		TOTAL	54	76

Table 7 – Required Bicycle Parking with Four-Plexes

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Single Family Detached	None required	7	0	14 (w/in garages)
Duplex (2 bedroom)	1.5 spaces per unit	4	6	8
Four-plex (3 bedroom)	2 spaces per unit	8	16	22
Triplex (3 bedroom)	2 spaces per unit	9	18	18 (w/in garages)
Five-plex (1 bedroom)	1 space per unit	6	6	6

Unit Type	Parking Demand Ratio	Number of Units/Square Footage	Number of Spaces Required	Number of Spaces Provided
Five-plex (2 bedroom)	1.5 spaces per unit	9	13.5	14
Community Building	10% of vehicle req. or 2	1,700 sq. ft.	2	2
		TOTAL	62	84

As can be seen from the above tables, adequate bicycle parking will be provided to serve the proposed development under either development scenario. In some cases, required bicycle parking is dependent upon proposed building designs, which may be subject to change. Some of the required bicycle parking to serve units within the five-plex would be located in external storage closets that are designed as part of some of the dwelling units. To ensure that bicycle parking requirements are met if building designs change, a condition of approval is recommended **(Condition 13)**. All required bicycle spaces comply with the covering, dimensional, and locational requirements for bicycle parking in the LDC. As conditioned, bicycle parking requirements are met.

11. UTILITY INFRASTRUCTURE;

This topic is discussed in detail in the Public Services and Utilities portion of this staff report. Findings and conclusions from that discussion are incorporated by reference as findings and conclusions under the above criterion.

12. EFFECTS ON AIR AND WATER QUALITY (NOTE: A DEQ PERMIT IS NOT SUFFICIENT TO MEET THIS CRITERION);

Although the development site is surrounded by significant wetlands, stormwater from the development site will be treated and directed into a public piped stormwater system that will avoid directing stormwater from the development site into the adjacent wetlands. Additional discussion regarding stormwater management and treatment can be found in the Public Services and Utilities portion of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. Development of the site will be required to comply with erosion control standards, which are addressed through the grading and excavation and erosion control permitting processes. No significant impacts to water quality are anticipated from the proposed development.

Air emissions are monitored by the Oregon Department of Environmental Quality (DEQ). The DEQ indicates that the City of Corvallis airshed is in compliance with all Federal and State air quality regulations. No significant air or water quality impacts are

expected as a result of this proposed development.

Based on the preceding analysis, this criterion is met.

13. DESIGN EQUAL TO OR IN EXCESS OF THE TYPES OF IMPROVEMENTS REQUIRED BY THE STANDARDS IN CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS[3]; AND

As discussed in the section of this staff report regarding compliance with Pedestrian Oriented Design Standards, and as conditioned, the proposed development will provide a design equal to or in excess of the PODS standards. Where variations from POD standards have been requested, compensating benefits will be provided due to the alternative designs, as allowed through the Planned Development process. Findings from that discussion are incorporated by reference as findings under the above criterion. This criterion is met.

14. PRESERVATION AND/OR PROTECTION OF SIGNIFICANT NATURAL FEATURES, CONSISTENT WITH CHAPTER 4.2 - LANDSCAPING, BUFFERING, SCREENING, AND LIGHTING, CHAPTER 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 - SIGNIFICANT VEGETATION PROTECTION PROVISIONS, AND CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND PROVISIONS. STREETS SHALL ALSO BE DESIGNED ALONG CONTOURS, AND STRUCTURES SHALL BE DESIGNED TO FIT THE TOPOGRAPHY OF THE SITE TO ENSURE COMPLIANCE WITH THESE CODE STANDARDS.

Compliance with these standards is addressed in detail in Section B of this staff report. Findings from that discussion are incorporated by reference as findings under the above criterion. This criterion is met.

b. NATURAL RESOURCES AND NATURAL HAZARDS FACTORS -

1. ANY PROPOSED VARIATION FROM A STANDARD WITHIN CHAPTER 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 -

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3 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

SIGNIFICANT VEGETATION PROTECTION PROVISIONS, OR CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND PROVISIONS SHALL PROVIDE PROTECTIONS EQUAL TO OR BETTER THAN THE SPECIFIC STANDARD REQUESTED FOR VARIATION; AND

2. **ANY PROPOSED VARIATION FROM A STANDARD WITHIN CHAPTER 4.5 - NATURAL HAZARD AND HILLSIDE DEVELOPMENT PROVISIONS, CHAPTER 4.11 - MINIMUM ASSURED DEVELOPMENT AREA (MADA), Chapter 4.12 - SIGNIFICANT VEGETATION PROTECTION PROVISIONS, OR CHAPTER 4.13 - RIPARIAN CORRIDOR AND WETLAND PROVISIONS SHALL INVOLVE AN ALTERNATIVE LOCATED ON THE SAME DEVELOPMENT SITE WHERE THE SPECIFIC STANDARD APPLIES.**

No variations to the standards within Chapters 4.5, 4.11, 4.12, or 4.13 of the Land Development Code have been requested. This criterion is not applicable.

Conclusion regarding Compatibility

The proposed development, as conditioned, will comply with all development standards of the Medium-High Density Residential zone, including the Pedestrian Oriented Design Standards, with the exception of specific variations from standards allowed through the Planned Development process. As conditioned, the proposed development will not create compatibility conflicts, as required by LDC Section 2.5.40.04. The proposed development is consistent with applicable Comprehensive Plan Policies.

D. CIRCULATION

The following discussion addresses criteria related to vehicles, bicycles, pedestrians and transit.

Vehicular Circulation:

Applicable Comprehensive Plan Policies

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the

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community.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

Applicable Land Development Code Criteria:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established proced ures.

   The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," improved to City standards in accordance with the following:

1. Where a development site abuts an existing public street not improved to City tandards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.

k. Location, grades, alignments, and widths for all public and private streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected. The following standards shall apply:

8. Right-of-way and improvement widths shall be as specified in the

Transportation Plan and Table 4.0-1 - Street Functional Classification System.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

NE Conser Street

NE Conser Street is designated as a collector street. Per the LDC Table 4.0-1-Street Functional Class System, collector streets require a 68 ft ROW. The ROW should accommodate 11 ft travel lanes, 6 ft bike lanes, 12 ft planter strips, and 5 ft setback sidewalks. The existing conditions for NE Conser Street are a ROW of 50 ft and a roadway with 12 ft travel lanes, 5 ft bike lanes, 5 ft curbside sidewalks, and no planting strips. Although the bike lanes are not standard, they meet the minimum safety requirement listed in LDC Table 4.0-1-Street Functional Class System, Footnote 3, and the total roadway width matches the LDC requirements. The applicant has proposed to remove the existing curbside sidewalk along the south side of NE Conser Street and install 12 ft landscape strips and a 5 ft setback sidewalk. Because the City currently owns this land, no additional right-of-way dedication is required. The property along the north side of NE Conser Street is not proposed to be developed and has Locally Protected Wetlands mapped over a significant portion of the site. No landscape strip or sidewalk improvements are proposed or required in this location.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline **(Condition 18)**.

NE Jasper Street

NE Jasper Street is designated as a local street. Per the LDC Table 4.0-1-Street Functional Class System, local streets require a 50 ft ROW. The ROW should accommodate a 28 ft roadway, 6 ft landscape strips and 5 ft setback sidewalks. The existing conditions for NE Jasper Street are a 28 ft roadway, no landscape strips, and 4 ft curbside sidewalks. The applicant has proposed to remove the existing sidewalks

and install 6 ft landscape strips and 5 ft setback sidewalks.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW **(Condition 19)**.

NE Sorrel Place

NE Sorrel Place is designated as a local street. Per the LDC Table 4.0-1-Street Functional Class System, local streets require a 50 ft ROW. The ROW should accommodate a 28 ft roadway, 6 ft landscape strips and 5 ft setback sidewalks. The existing conditions for NE Sorrel Place are a 28 ft roadway, no landscape strips, and 4 ft curbside sidewalk along the north side. The applicant has proposed to remove the existing sidewalk and install a 6 ft landscape strip and 5 ft setback sidewalk along the north side. The south side of NE Sorrel Place is not proposed to be developed and has Locally Protected Wetlands mapped over its entirety. No landscape strip or sidewalk improvements are proposed or required in this location.

Prior to the final plat, required public and franchise utility improvements should be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline **(Condition 20)**.

Private Alleys

Internal vehicular circulation of the site is proposed via 2 private alleys. The alleys are proposed to be 24 ft wide with 90° parking along one side. As proposed and shown on the Tentative Plat, the alleys will be placed in separate tracts. Prior to the issuance of building permits, the developer should construct the private alley improvements. The alleys should be built to City standards as outlined in LDC 4.0.60.j **(Condition 21)**.

The proposed westerly alley is more than the maximum 350 ft allowed under LDC 4.0.60.j.2.b. This is due to the existing development pattern and locations of NE Jasper Street and NE Sorrel Place. The applicant states this is to decrease the total amount of impervious paving area and to maximize the size of the common green space. It should also be noted that all access to dwellings are within 350 ft from either connection of the alley to a public street. Staff support the requested variation.

The applicants state the proposed alley alignments do not meet the requirements of LDC 4.0.60.k.5, however, this standard does not apply to alleys, it is intended for separation of local street intersections.

Trip Generation

A trip generation and Traffic Impact Analysis (TIA) was conducted for the proposed development in May of 2007. An addendum was produced on February 25, 2008 that updates the report with the currently proposed mix of housing types. The trip generation rates for development are based on standards established by the Institute of Transportation Engineers and are published in the ITE Trip Generation Manual, 7th Edition. One "trip" is defined as a vehicle leaving from or arriving to the development.

ITE land use codes of Single Family Detached (210), Apartment (220), Residential Condominium/Townhouse (230), and Senior Adult Housing (252) were used in the studies. The maximum peak hour generation from either the revised development scenario or the alternate development scenario would produce 54 PM peak hour trips. The City of Corvallis typically defines an impact as 30 or more peak hour trips to a single intersection. Because the calculated peak hour trip total is higher than the City's threshold, a trip distribution analysis was conducted and a Level Of Service (LOS) analysis was conducted at four intersections that would be impacted by this development. They are the intersections of NE Conser Street with NE Jasper Street, NE Seavy Avenue, and NE Walnut Boulevard, along with the intersection of NE Walnut Boulevard with NE Circle Boulevard. The analysis determined that none of the affected intersections will fall below their existing LOS. No mitigation is required due to traffic impacts.

Conclusion on Vehicular Circulation

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public vehicular circulation network can accommodate the proposed development consistent with applicable City criteria.

Bicycle/Pedestrian Circulation:

Applicable Comprehensive Plan Policies

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

Applicable Land Development Code Criteria

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian facilities that minimize travel distance to the greatest extent practicable shall be

provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

d. To provide for orderly development of an effective pedestrian network, pedestrian facilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps in existing sidewalks that will be impacted by the development. If such a Contractor Sidewalk/street Stamp exists, it shall either be left in its current state as part of the existing sidewalk, or incorporated into the new sidewalk for the development site, as close as possible to the original location and orientation.

Section 4.0.40 - BICYCLE REQUIREMENTS

b. Safe and Convenient Bicycle Facilities - Safe and convenient bicycle facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means bicycle facilities that are free from hazards and provide a direct route of travel between destinations.

NE Conser Street is designated as a collector street according to the Transportation Plan. LDC table 4.0-1- Street Functional Classification System, specifies 6 ft bike lanes, but Footnote 3 of the same table lists 5 ft as the minimum safe width. The existing bike lanes are 5 ft in width and the overall roadway width matches the minimum width required for a City standard collector street. NE Jasper Street and NE Sorrel Place are local streets according to the Transportation Plan. LDC table 4.0-1- Street Functional Classification System, specifies that bikes and vehicles are to share the roadway. No additional bicycle facilities will be required with this development.

As outlined in the Circulation section, the existing sidewalks are currently curbside within and fronting the development. LDC table 4.0-1- Street Functional Classification System, specifies 12 ft setback sidewalks adjacent to collector streets and 6 ft setback sidewalks adjacent to local streets.

Setback sidewalks and planter strips are City standards and components of safe public sidewalks that are taken into consideration when determining serviceability. The

applicant benefits from these neighborhood street improvements in the form of;

- An enhanced aesthetic experience for pedestrians as the separation from motor vehicle traffic decreases road noise, prevents water from the roadway being splashed on pedestrians and provides an enhanced sense of security.
- An enhanced environment for wheelchair users as the sidewalk can be kept at a constant slope with the steeper slopes for driveway approaches built into the planting strip.
- An area for street trees, sign posts, utility and signal poles, mailboxes, fire hydrants, etc.
- Mature street trees may reduce vehicle speed.
- When wide enough, a place for a motor vehicle to wait out of the stream of traffic while yielding to a pedestrian crossing a driveway.
- A break in hard surfacing with added pervious area.

With an exception, the applicant has proposed constructing 12 ft planting strips and 5 ft setback sidewalks, concurrent with development, along all public street frontages. The one exception is along NE Conser Street, east of the intersection with NE Jasper Street. This section already has a 4-plex developed along the frontage, and further east, the area has been delineated to contain wetlands. The sidewalk is proposed to remain curbside along this portion of the frontage.

The applicant has also proposed an on-site pedestrian network to serve the proposed development. As discussed in the PODS section, the pedestrian paths comply with PODS standards. However, the design of the proposed pedestrian sidewalk on the north and west side of the easterly private alley (adjacent to the existing fourplex) creates potential conflicts between pedestrians and vehicles backing out of garages, where vision clearance is very limited. As proposed, the sidewalk would be approximately one foot from the edge of one of the existing garages, leaving very little ability for a driver backing out of the garage to look for pedestrians. This private sidewalk is not required and is not currently present on the fourplex site. To avoid creating a potential conflict, a condition of approval is recommended to eliminate this sidewalk from the proposed site design **(Condition 22)**.

<u>Conclusion on Bicycle/Pedestrian Circulation</u>

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public bicycle/pedestrian network can accommodate the proposed development consistent with applicable City criteria.

Transit

Applicable Comprehensive Plan Policies:

11.7.1 An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.

Corvallis Transit System (CTS) Route 7 currently provides east bound service to NE Conser Street along the frontage of the proposed development. A bus stop is located on the southwest corner of NE Conser Street and NE Jasper Street. Concurrent with development, a 5 ft wide concrete connection should be made between the sidewalk and the curb at the existing bus stop location **(Condition 23)**.

Conclusion on Transit

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements. The existing public transit network can accommodate the proposed development consistent with applicable City criteria.

Overall Conclusion on Circulation

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Transportation Plan criteria, Comprehensive Plan criteria, and Land Development Code requirements.

Attachment III-91

E. PUBLIC FACILITIES AND SERVICES

The following discussion addresses criteria related to public water, sanitary sewer, storm drainage, street lights and franchise utilities.

Applicable Comprehensive Plan Policies

10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

Applicable Land Development Code Criteria

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

q. Development shall include underground electric services, light standards, wiring and lamps for streetlights according to the specifications and standards of the City Engineer. The developer shall be responsible for installation of underground conduit for street lighting along all public streets improved in conjunction with such development in accordance with the following:

1. The developer shall coordinate with the City Engineer to determine the location of future street light poles.

2. The streetlight plan shall be designed to provide illumination meeting standards set by the City Engineer.

3. The standard street light installation is a wood pole.

The developer shall install such facilities and make the necessary arrangements with the serving electric utility for the City-owned and operated street lighting system to be served at the lowest applicable rate available to the City. Upon City's acceptance of such development improvements, the street lighting system, exclusive of utility-owned service lines, shall be and become the property of the City.

Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.
b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.
c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.
d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).
e. All required public utility installations shall conform to the City's adopted facilities master plans.
f. Private on-site sanitary sewer and storm drainage facilities may be allowed, provided all the following conditions exist:
   1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
   2. The development site remains in one ownership and Land Division does not
      occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and
   3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are

located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

b. Areas Where Trees May Not be Planted -

1. Trees may not be planted within five ft. of permanent hard surface paving or
walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.

2. Unless approved otherwise by the City Engineer, trees may not be planted:
- **a) Within 10 ft. of fire hydrants and utility poles;**
- **b) Within 20 ft. of street light standards;**
- **c) Within five ft. from an existing curb face, except where required for street trees;**
- **d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line;**
  or
- **e) Where the Director determines the trees may be a hazard to the public interest or general welfare.**

Section 4.2.80 - SITE AND STREET LIGHTING

f. Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.

Water

The proposed development is located in the City's first level water service area (elevation 210-290'). Existing, there is a 12 inch line in NE Sorrel Place, an 8 inch line in NE Jasper Street, and four 4 inch lines that extend north from the 12 inch line into the previous development.

The existing 4 inch lines are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints, where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

A new public waterline is proposed to be installed in the eastern alley. It will loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street. The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline. In order to avoid conflicts between trees and utilities, waterlines are typically installed under the northern or western portion of a roadway. The proposed looped waterline should continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street **(Condition 25)**.

Domestic water service is proposed to be provided by individual water meters for the detached, single family houses. Group meters will be used to serve the multi-family units.

The applicant is proposing to install three new fire hydrants. They will be located at the west end of NE Sorrel Place, at the northeast corner of NE Sorrel Place and NE Jasper Street, and at the southwest corner of NE Conser Street and the proposed private alley. The placement of these hydrants was coordinated through the Corvallis Fire Department.

Any new public waterline, fire hydrant, or water meter located outside of a public ROW should be placed in public waterline easement. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. At the time of final plat, a minimum 15 ft public easement should be granted along the entire length of the proposed public utility, centered on the utility**(Condition 26)**.

Sanitary Sewer

The proposed development is located within the Northeast Sanitary Drainage Basin. Existing, there is a 12 inch line located in NE Sorrel Place, an 8 inch line located in NE Jasper Place, and four 8 inch lines that extend north from the 12 inch line into the existing development.

The existing 8 inch lines located outside of ROW are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

The single family houses will be served with individual 4 inch laterals. The multi family units will be served with private group sanitary sewer lines.

The private sanitary sewer lines will be private up to the public ROW line. In accordance with LDC 4.0.70.f, Private on-site sanitary sewer facilities may be allowed, provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;

2. The development site remains in one ownership and Land Division does not occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d; and

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

This development does not require the extension of facilities through the site for future development. It meets the provisions of 4.0.60.d through the creation of a home owners association that will be in charge of collecting fees and performing any required maintenance. When permitted to construct the private sanitary sewer system, the developer will be required to submit for plumbing permits that will require the system be designed and constructed to current Uniform Plumbing Code Standards.

Storm Drainage

The proposed development site is located within the Sequoia Creek Drainage Basin. Existing, there is a 24 inch line that transitions to a 30 inch line located in NE Sorrel Place, a 12 inch line located in NE Jasper Street, and four 10 inch lines that extend north from the 24/30 inch line into the existing development. Curb inlet catch basins exist on site serving NE Jasper Street and NE Sorrel Place.

The existing 10 inch lines are not located correctly for the proposed development. The applicant is proposing to abandon the existing lines in place, except where they are located under proposed building footprints, where they will be completely removed. The abandoned utilities will become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, will be required to register with the Oregon Utility Notification Center and be able to locate the utilities upon request. The City prefers complete removal of all abandoned utilities **(Condition 24)**.

Private storm drainage systems are proposed to be installed in the private alleys. The private storm drainage system will be private up to the stormwater detention facilities. In accordance with LDC 4.0.70.f, Private on-site storm drainage facilities may be allowed, provided all the following conditions exist:

1. Extension of a public facility through the site is not necessary for the future

orderly development of adjacent properties;

2. The development site remains in one ownership and Land Division does not occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and

3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from the Development Assistance Center prior to commencement of work.

This development does not require the extension of facilities through the site for future development. It meets the provisions of 4.0.60.d through the creation of a home owners association that will be in charge of collecting fees and performing any required maintenance. When permitted to construct the private storm sewer system, the developer will be required to submit for plumbing permits that will require the system be designed and constructed to current Uniform Plumbing Code Standards.

The proposed development will be creating more than 25,000 ft^2 of impervious surfaces. In accordance with the LDC section 4.0.130.b, the applicant should implement storm water detention. Detention facilities should be designed to maximize storm water infiltration. Maintenance of these facilities is most efficiently provided with open systems because they facilitate visible evaluation of system conditions and accommodate routine, low-technology maintenance practices. Open systems also allow stormwater contact with vegetation and soil to enhance water quality, infiltration, and maintaining the properly functioning hydrological and biological condition of open drainageways. The storm water detention facilities should be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the King County, Washington, Surface Water Design Manual, and should be designed to capture run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms **(Condition 27)**.

This development will be creating more than 5000 ft^2 of new pollution generating impervious surface. Therefore, in accordance with the Corvallis Off Street Parking and Access Standards, the development will be required to construct a stormwater quality facility. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual.* The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution **(Condition 28)**.

The applicant has proposed to install private underground detention pipe systems and private water quality manholes that will be located in the alleys. Although the code allows private stormwater systems, the City Engineer would prefer underground detention and water quality systems to be public when associated with residential

subdivisions that will end up under multiple ownerships. This will help assure proper maintenance and functionality of the system **(Condition 29)**.

With the stormwater detention and water quality facilities to be publicly owned, they should be located inside of a public storm drainage easement. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. At the time of final plat, a minimum 15 ft public easement should be granted along the entire length of the proposed public utility, centered on the utility **(Condition 26)**.

Street Lights

There are two existing street lights serving this site. They are located at the intersections of NE Conser Street with NE Jasper Street and NE Sorrel Place with NE Jasper Street. In accordance with 4.0.60.q, development should include five additional public street lights built to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end **(Condition 30)**.

The applicant has proposed installing 12 ft tall pedestrian scale light fixtures instead of public street lights. These will not be allowed in lieu of public street lights built to City standards.

Overall Conclusion on Public Utilities

Given the discussion above, the Seavey Meadows Subdivision, as proposed and conditioned, complies with Comprehensive Plan criteria and Land Development Code requirements.

Franchise Utilities

Applicable Land Development Code Criteria:

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

> **b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.**

Existing franchise utilities are located in the vicinity of the subject site. Concurrent with the final plat and in accordance with LDC 4.0.100., 7 ft utility easements (UE) should be dedicated, as shown on the preliminary plat, along all street ROW's **(Condition 31)**.

Nexus and Rough Proportionality

Construction of public improvements, as cited above, implement legislatively prescribed standards. Nexus and Rough Proportionality findings may not be required. However, given the benefits to the development of dedicating ROW and constructing the prescribed improvements, including, but not limited to, roadway, planting strips, setback sidewalks, and streetlights, Staff find that the requirements have nexus and are roughly proportional to the benefits received.

CONCLUSION AND RECOMMENDATION - CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

Based on the criteria, findings, and conclusions discussed above, staff recommend that the Planning Commission **Approve** the request for approval of a Major Modification to a Conceptual and Detailed Development Plan as shown in **Attachments A and M**, and as conditioned in this staff report.

PART II

MAJOR SUBDIVISION REPLAT

DETERMINATION OF A MAJOR REPLAT

Applicable Land Development Code Sections:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

As described above, the subject Planned Development proposal would result in the reconfiguration of lots that were created through the original Seavey Meadows Detailed Development Plan. The Final Plat for Seavey Meadows, Phase 1, created 32 residential lots and two tracts. The proposed development modifies the existing lotting pattern and reduces the number of lots to 15, including three tracts **(Attachment M (Sheet H))**.

REVIEW CRITERIA

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;**

2. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards;**

3. **Land uses shall be those that are outright permitted by the existing underlying zoning designation.**

4. **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Part I of the staff report has responded to all of the LDC criteria identified above, except for the platting standards that are contained in Chapter 4.4 and portions of Chapter 4.0 regarding land for public purposes. The remainder of this narrative focuses on these standards as they apply to the subject proposal.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

The proposed replat will reconfigure the private property of the existing fourplex dwelling on the site. As shown, the replat would expand the area of the private lot to include adjacent areas that are currently owned by the original Homeowner's Association of Seavy Meadows. Because improvements are proposed within these areas, including location of a waterline and construction of setback sidewalks along Jasper Street, it is necessary to obtain consent from the current owner of the land (the Seavy Meadows Homeowner's Association), and to clarify who will retain ownership of these areas in the future. To address this issue, a condition of approval is

recommended **(Condition 32)**.

Comments from the Benton County Surveyor's Office indicate that the name "Seavy Meadows" cannot be used for the Subdivision Replat. The applicant will need to choose another name for the subdivision replat **(Development Related Concern F)**.

4.4.20.02 - Blocks

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. <u>Residential Standards</u> -

a) <u>Complete Blocks</u> - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) <u>Maximum Block Perimeter</u> - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) <u>Variations Allowed Outright</u> - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

As discussed in the Circulation Section of Part I of this narrative, the public streets constructed as part of the original Seavey Meadows subdivision will not be reconfigured as part of the subject proposal. Street improvements, such as the installation of planting strips and setback sidewalks will improve Jasper Street and Sorrel Place to comply with the City's local street standards. New blocks are formed as a result of the

introduction of two new private alleys.

When Phase I of the Seavy Meadows site was originally developed, a block pattern for the entire development was approved that allowed multiple shared private driveways accessed from public streets. That block pattern would not comply with current block perimeter standards. However, Jasper Street and Sorrel Place were built consistent with that approved plan. Since that time, the presence of significant wetlands surrounding the development site, and the desire to preserve these wetlands, has precluded additional street connections from the Phase I site to the west, south, and east. Given this context, the proposed development has maximized opportunities for connectivity within the Phase I site, creating private alleys that will provide a looped connection between Jasper Street and Sorrel Place and between Jasper Street and Conser Street. Given the constraints of the site, there are no opportunities to create complete blocks through the development of adjacent parcels. Therefore, these standards are met, to the extent practicable, on the subject site.

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

Each of the proposed lots is consistent with the standards described above. No lot is smaller than the minimum allowed in the RS-12 zone, all of the lots are buildable, and the dimensions of each lot do not result in the depth of any lot being more than 2.5 times its width. This criteria is met.

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

1. The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or

2. The lot meets the exemption in "a," or "b," below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and

2) Vehicular access is provided via an alley.

With the exception of Lots 1 and 2, created for Buildings 17 and 18 (single family detached homes), each of the proposed lots front on a public street other than an alley for a distance of at least 25 feet. The applicant has requested to vary from this standard for Lots 1 and 2. Staff support the requested variation. Discussion of this request may be found in the portion of this staff report regarding Compensating Benefits. Findings from that discussion are incorporated by reference as findings under the above criterion. Lots 1 and 2, which are occupied by Buildings 17 and 18, will front on Tract 'C' for a distance of at least 25 feet.

d. Lot Side Lines - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

g. Large Lots - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

The side lot lines of each of the proposed lots are at right angles to the streets they front on to the extent practicable.

The site's topography is essentially flat and none of the existing vegetation is subject to protection measures contained in LDC Chapter 4.12. The preliminary excavation and grading plan demonstrates that the development will retain the overall existing topography and be consistent with the City's grading standards.

While the lots proposed to contain the triplex and multiplex units are large enough to be further subdivided, the applicant has no intent of doing so in the future. Any request to accomplish this would have to be approved through a subsequent Planned Development approval that would afford the opportunity to address street and utility extensions and lotting patterns. These criteria are met.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Where street, trail, utility, or other rights-of-way and/or easements in or adjacent to

development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

The proposed tentative plat shows the locations of the site where public easements are granted to facilitate the construction and maintenance of public infrastructure. Easements will be finalized through necessary documentation and in conjunction with recording the Final Plat. Because the City of Corvallis currently owns the property, right-of-way dedication will not be necessary to expand the roadway widths adjacent to the development, as is typically required. Instead, the City will deed only the portion of the site that will be used for the private development to Willamette Neighborhood Housing Services, and retain the remaining areas for right-of-way.

CONCLUSION AND RECOMMENDATION - TENTATIVE SUBDIVISION PLAT

As conditioned and modified by variations requested through the Planned Development process, the proposed subdivision complies with all applicable subdivision requirements. Based on the criteria, findings, and conclusions discussed above, staff recommend that the Planning Commission **Approve** the request for approval of a Major Subdivision Replat, as shown in **Attachments A and M**, and as conditioned in this staff report.

RECOMMENDED MOTIONS

RECOMMENDED MOTION FOR APPROVAL OF A MAJOR MODIFICATION TO A CONCEPTUAL AND DETAILED DEVELOPMENT PLAN

Motion: **I move to approve the proposed Major Modification to a Conceptual and Detailed Development Plan (PLD08-00001). My motion is based upon the staff recommendation to the Planning Commission.**

RECOMMENDED MOTION FOR APPROVAL OF A MAJOR SUBDIVISION REPLAT

Motion: **I move to approve the proposed Major Subdivision Replat (SUB08-00001). My motion is based upon the staff recommendation to the Planning Commission.**

Recommended Conditions of Approval

The following conditions of approval have page references on the left side which indicate where in the staff report discussion and analysis is made relative to that specific condition.

Pg # Ref	Cond #	CONDITIONS
all	**1**	Consistency with Plans - Development shall comply with the plans identified in **Attachments A and M** of the staff report, unless a requested modification otherwise meets the criteria for a Minor Planned Development Modification. Such changes may be processed in accordance with Chapter 2.5 of the Land Development Code.
16	**2**	DSL Concurrence and Fill Permit - Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with documentation from the Department of State Lands concurring with the applicant's wetland delineation for the site. Prior to any site work, or issuance of any City Permit for work on the development site, the applicant shall provide Planning Division Staff with an approved fill permit from the Department of State Lands and any other required permits from the US Army Corps of Engineers or the Oregon Department of Environmental Quality for the proposed development.
23, 24	**3**	RS - 12 Development Standards - Building permit applications for buildings on the subject development site shall demonstrate compliance with all applicable RS-12 Development Standards, as referenced in LDC Section 3.6.30, 3.6.40, and 3.6.50, except as varied by this approval. Approved variations include the following: a. Variation to the 25-foot maximum front yard setback for Buildings 10, 11, 17, and 18 b. Variation to on-site parking requirements, as discussed, for Buildings 1, 2, 3, 7, 8, and 9.
26, 71, 72, 74	**4**	Landscape Plans: a. Landscape Construction Documents - Prior to issuance of PIPC permits, the applicant shall submit for review and approval by the Planning Division Manager, landscape

		construction documents for this site which contain a specific planting plan (including correct plant names in the Latin format) for proposed landscaping, trees, shrubs, and groundcover. Plans for an automatic irrigation system to irrigate this landscaping shall also be submitted for review and approval. Irrigation is required in planting strips along Conser Street, Jasper Street, and the portions of Sorrel Place that do not abut single family detached, or duplex units. Irrigation is also required in required green areas, for required alley trees, and in parking lot landscape buffers. The detailed landscape plans shall be generally consistent with the landscape plans submitted for land use approval, and shall address the following requirements, as well as other requirements addressed in the staff report: 1. Landscaping surrounding private outdoor open space areas shall provide some level of screening for privacy purposes, consistent with LDC 3.6.50.02.d. 2. Address parking lot buffering for parking areas with four or more parking spaces, consistent with LDC 4.2.40. 3. The height of hedges and fences within required yard areas shall be limited, consistent with LDC 4.2.50.01 4. Required screening of trash receptacles, per LDC 4.10.60.05 (see also Condition 8). b. <u>Landscape Maintenance Bond</u> - All required landscaping for the development shall be planted or financially secured prior to the following thresholds: 1. Street trees and planting strip landscaping along Conser Street, shall be planted in conjunction with PIPC improvements. 2. Green area landscaping, street trees along Jasper Street and Sorrel Place, parking lot landscaping, and alley trees shall be installed on, or adjacent to, each lot prior to approval of final inspections for the final dwelling unit on each lot. All required landscape areas shall be designed to achieve a minimum of 90% ground coverage within 3 years. A 3-year maintenance bond for street trees and planting strip landscaping, green area landscaping, parking lot landscaping, and alley trees shall be provided prior to the City's on-site approval of the plantings. The landscape bond shall be submitted to Planning Division staff for

		review.
28	**5**	Playground Amenities - Because the applicant wishes to involve future residents in the selection of playground amenities for the required playground in Common Green #1, playground amenities, as required by LDC 3.6.50.03.e, shall be installed and inspected prior to approval of the final inspection on Building 7 (the community building).
29, 31, 33, 35, 36, 37, 38, 39, 41, 46, 52, 53, 58	**6**	Pedestrian-Oriented Design Standards - To allow some flexibility in building designs from the building elevations that were provided by the applicant, building permit information for all buildings on the proposed development shall demonstrate compliance with applicable POD standards, with the exception of the following variations approved through the Planned Development process: a. If the fourplex option is chosen for Buildings 10 and 11, Units 33 and 34 may be constructed with front doors located more than 200 feet from the nearest public sidewalk. b. With either design option (fourplexes or quads), Buildings 10 and 11 may be constructed without complying with the 25-foot maximum front yard setback or building frontage requirement. c. The community building (Building 7) shall demonstrate compliance with the multifamily PODS window coverage standards (LDC 4.10.60.04.d.5) instead of the standards of LDC 4.10.70.05.b.6. Please note that building permits for buildings within the development will need to demonstrate compliance with the mandatory design requirements of Condition 13 as well.
34, 72	**7**	Triplex Orientation - Designs for the triplex units (Buildings 1, 2, and 3) shall be revised at the time of building permit application to show a direct, paved walkway connection from the front doors of each unit on the north side of the buildings to the sidewalk along Conser Street. If the applicant wishes, the walkway shown on the north side of the alley to the south of the triplexes may be eliminated.
41, 74	**8**	Screening of Trash Enclosures - Detailed Landscape plans shall demonstrate compliance with the screening requirements of LDC 4.10.60.05. Prior to approval of the final inspection for the latter of Buildings 4, 5, or 6, the required screening shall be in place for adjacent dumpsters. Similarly, prior to approval of the final inspection for the latter of Buildings 10 or 11, the required screening shall be in place for the adjacent dumpster.

43	**9**	Pedestrian Crossings - Where pedestrian walkways cross private alleys, contrasting paving materials shall be used, in compliance with LDC 4.10.60.06.e. Compliance with this standard shall be demonstrated with permit materials for these private improvements.
57	**10**	Bike Parking at the Community Building - To compensate for the lack of on-site vehicle parking to serve the community building, the applicant shall install eight bicycle parking spaces to serve the community building, of which, four shall be covered. The bicycle parking shall be installed prior to approval of the final inspection for the community building.
57	**11**	No Parking in Sport Court - Tract C, the proposed "sport court" located to the south of Buildings 17 and 18, shall be posted, "no parking." "No Parking" shall be painted along all curbs surrounding the court area.
64	**12**	Fire Access Requirements - Compliance with the following fire access requirements shall be demonstrated either through the PIPC permit process, or through the permit process for private improvements on the site. a. Private alleys shall be painted as fire lanes (red curbs with white lettering - NO PARKING - FIRE LANE). That marking shall extend to both sides of the westerly private alley as it comes around to meet Sorrel Place. b. Sorrel Place and Jasper Street shall be restricted to allow parking only on one side of each street - along the north side of Sorrel Place and along the west side of Jasper Street. This restriction shall be indicated by signage along the south side of Sorrel Place and east side of Jasper Street stating "NO PARKING - FIRE LANE."
65, 82	**13**	Visual Compatibility - To ensure compatibility within the development, as well as compatibility with nearby developed areas, the following design elements of all proposed buildings on the site shall be mandatory. Compliance with this requirement shall be demonstrated through the building permit process. a. Buildings shall be contained within the building envelopes as shown on the applicant's February 25, 2008, plan set, or shall comply with applicable setback requirements of the zoning district. b. Buildings shall contain the same number of bedrooms as proposed on the applicant's February 25, 2008, plan set.

		c. Parking serving each dwelling shall remain as proposed by the applicant, and approved by the Planning Commission. d. Exterior materials for all buildings shall be taken from the list of "typical exterior materials," as shown on the applicant's February 25, 2008, plan set. e. Buildings shall comply with POD standards, consistent with the stipulations of Condition 6. f. Buildings shall be no higher than 30 feet, as measured at the highest point of each building. g. The number of bicycle parking spaces within units shall remain as shown on the applicant's February 25, 2008, plan set.
67	**14**	Lighting - With the exception of public streetlights, which shall be installed consistent with the requirements of Condition 29, the applicant shall demonstrate compliance with the applicable requirements of LDC 4.2.80 with submittal of a site-wide external lighting plan to be reviewed and approved by Development Services Staff prior to occupancy of any building on the site.
67	**15**	Signage - Prior to installation of the proposed monument sign on the site, the applicant shall obtain a sign permit for the proposed sign and shall demonstrate that the sign will comply with all applicable requirements of LDC Chapter 4.7.
78	**16**	Triplexes on Individual Lots - To comply with tandem parking requirements, the applicant shall revise the final subdivision plat for the development to place each triplex on an individual lot that complies with applicable platting standards.
All	**17**	Public Improvements - Any plans for public improvements referenced within the application or this staff report shall not be considered final engineered public improvement plans. Prior to issuance of any structural or site utility construction permits, the applicant shall obtain approval of, and permits for, engineered plans for public improvements from the City's Engineering Division. The applicant shall submit necessary engineered plans and studies for public utility and transportation systems to ensure that adequate street, water, sewer, storm drainage and street lighting improvements are provided. Final utility alignments that maximize separation from adjacent utilities and street trees shall be engineered with the plans for public improvements in accordance with all applicable LDC criteria and City, DEQ and Oregon Health Division requirements for utility separations Public improvement plan submittals will be reviewed and approved by the City Engineer under the procedures outlined in Land Development Code Section 4.0.80.

86	**18**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Conser Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Public improvements include, but are not limited to, 12 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Conser Street ROW frontage in order to achieve a total of 34 ft from the original ROW centerline.
87	**19**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Jasper Street shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat. Public improvements include, but are not limited to, 6 ft landscape strips and 5 ft setback sidewalks. The final plat shall show additional ROW along the NE Jasper Street ROW frontage in order to achieve a minimum total of 50 ft of ROW.
87	**20**	ROW Improvements - Prior to the final plat, required public and franchise utility improvements on NE Sorrel Place shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Construction of sidewalks may be deferred until development of the site and reviewed as a component of the Building Permit. However, in no case shall construction of the sidewalks be completed later than three years from the recording of the Final Plat. The obligation to complete sidewalk construction within three years will be outlined in a deed restriction on affected parcels and recorded concurrently with the Final Plat. Where sidewalks abut common areas, the sidewalks and planted areas shall be installed with street improvements. Public improvements include, but are not limited to, 6 ft landscape strip and 5 ft setback sidewalk along the north side of NE Sorrel Place. The final plat shall show additional ROW along the NE Sorrel Place ROW frontage in order to achieve a minimum total of 25 ft from the original ROW centerline.
87	**21**	Private Alleys - Prior to the issuance of building permits, the developer shall construct the private alley improvements. The alleys shall be built to City standards as outlined in LDC 4.0.60.j. At the time of final plat, the applicant shall create separate, privately owned, tracts for the alleys. Installation of the private alleys will be subject to permitting through the City's Development Services Division.

59, 90	**22**	Eliminate Sidewalk on north side of Easterly Alley - To avoid potential conflicts between pedestrians and vehicles, the applicant shall eliminate the proposed sidewalk along the north and west sides of the easterly alley on the development site.
91	**23**	Sidewalk/Transit Connection - Prior to final plat, a 5 ft wide concrete connection shall be made between the sidewalk and the curb at the existing bus stop location.
93, 94, 95	**24**	Abandonment of Public Utilities - All existing utilities that are proposed to be abandoned in place shall become the property of the overlying property owner or the HOA. According to ORS 952-001-0070, the owner of the utility, including abandoned utilities, shall register with the Oregon Utility Notification Center and locate the utilities upon request. The City prefers complete removal of all abandoned utilities.
94	**25**	Public Looped Waterline - The new public waterline that is proposed to be installed in the eastern alley and loop around the existing 4-plex development, tying into the existing 8 inch line located in NE Jasper Street Shall continue north from the alley, under the northern portion of NE Conser Street, and then west until it makes a connection with the existing line that crosses NE Conser Street . The proposed alignment parallel and south of NE Conser Street is not an appropriate location for a waterline as it will be in conflict with trees that could be planted over the line.
94, 97	**26**	Public Utility Easements - At the time of final plat, all public utilities located outside of a public ROW shall be placed in a public utility easement. The minimum easement width for a single utility is 15 ft, and for two adjacent utilities it is 20 ft. The easement width shall be centered on the utility.
96	**27**	Stormwater Detention - Concurrent with development, stormwater detention shall be implemented. Infiltration and open storm water facilities shall be considered. The storm water detention facilities should be designed consistent with both criteria outlined in Appendix F of the Storm Water Master Plan, and criteria outlined in the most recent version of the King County, Washington, Surface Water Design Manual, and should be designed to capture and release run-off so the run-off rates from the site after development do not exceed the pre-developed conditions, based on the 2-year, 5-year, and 10-year, 24-hour design storms. Installation of the private portions of the storm drainage system will be subject to permitting through the City's Development Services Division.

96	**28**	Stormwater Quality - Concurrent with development, stormwater quality shall be implemented. Water quality facilities shall be designed in accordance with criteria as established in the most recent version of the *King County, Washington, Surface Water design Manual.* The water quality facilities shall be designed to remove 70 percent of the total suspended solids (TSS) entering the facility during the water quality design storm, 0.9" 24-hr rainfall event with NRCS Type 1A distribution.
67, 96	**29**	Public Stormwater Facilities - All required and proposed, underground, stormwater detention and water quality facilities shall be publicly owned and maintained. This will help assure proper maintenance and functionality of the system.
97	**30**	Street Lights - Prior to the final plat, street lights shall be installed or secured in accordance with the provisions of Section 2.4.40.08. Five new public street lights shall be constructed to City standards. They should be placed at the intersection of NE Conser Street and the private alley, between the two intersecting alleys on NE Jasper Street, at the west end of NE Sorrel Place, at the east end of NE Sorrel Place, and mid block on NE Sorrel Place between NE Jasper Street and the eastern dead end.
97	**31**	Utility Easements - At the time of Plat, 7 ft utility easements (UE) shall be dedicated along all street ROW's.
101	**32**	Consent from Affected Property Owners/Plat Revision - Prior to final plat approval, or prior to development on the subject properties, whichever comes first, written consent to the alteration of the owner's property boundary, and to the development proposed on the owner's property, shall be provided from each affected property owner. Additionally, the final plat may be modified to retain the current configuration of the Durrant Property, if desired by the applicant.

Development Related Concerns:

A. Mailbox Locations - Mailbox locations shall be coordinated between the developer and the Post Office as part of the public improvements construction process.

A. Excavation and Grading Plans - Prior to issuance of any construction permits, the applicant shall submit an excavation and grading plan, including erosion control methods, to the City's Development Services Department for review and approval.

B. Other Permits - Prior to issuance of any construction permits, the applicant shall be required to obtain a National Pollutant Discharge Elimination System (NPDES) permit if construction activity will disturb, through clearing, grading, and/or excavation, one acre of the site. Additionally, any permits required by other agencies such as the Division of State Lands; Army Corps of Engineers; Railroads; County; or Oregon Department of Transportation, shall be approved and submitted to the City prior to issuance of any City permits.

C. Infrastructure Cost Recovery - Where it is determined that there will be Infrastructure Cost Recovery payments from past public improvements the developer shall pay their required share of the costs prior to receiving any building permits in accordance with Corvallis Municipal Code 2.18.040.

D. Streetscape Plan - As part of the public improvement plans, the applicant shall include a "streetscape" plan that incorporates the following features: composite utility plan; street lights; proposed driveway locations; vision clearance triangles for each intersection; street striping and signing (in conformance with the MUTCD); and proposed street tree locations.

E. Subdivision Name - The County Surveyors Office notes that the name "Seavy Meadows" has already been used by a recorded plat within Benton County. Another subdivision name will need to be selected prior to recording of the final plat for the Major Subdivision Replat.

PHASE 1 AND 2

DEVELOPMENT SITE AREA = 3.46 ACRE
PROPOSED # OF UNITS = 43
ZONE = RS-12 (12 TO 20 UNITS PER ACRE REQUIRED)
PROPOSED 43 UNITS = 12.4 UNITS PER ACRE

WETLAND IMPACT ALLOWED = 1.67 ACRE
WETLAND IMPACT PROPOSED = 1.65 ACRE

PHASE ONE - LOT COVERAGE

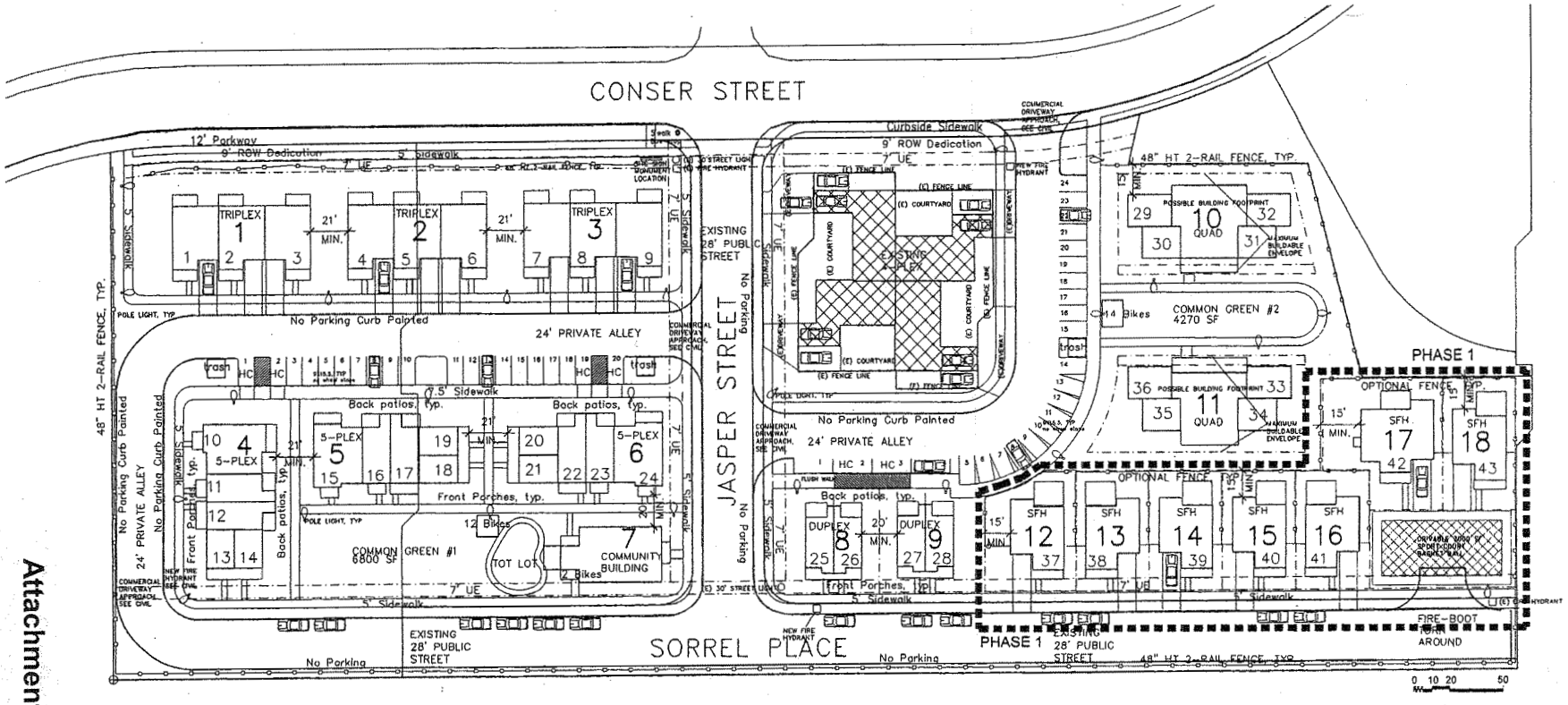
LOT 1 AREA = 3,341sf	Building 18, COVERAGE = 1,379 sf = 41%
LOT 2 AREA = 4,437sf	Building 17, COVERAGE = 1,898sf = 38%
LOT 3 AREA = 2,747sf	Building 16, COVERAGE = 1,397sf = 51%
LOT 4 AREA = 2,747sf	Building 15, COVERAGE = 1,397sf = 51%
LOT 5 AREA = 2,747sf	Building 14, COVERAGE = 1,397sf = 51%
LOT 6 AREA = 2,747sf	Building 13, COVERAGE = 1,397sf = 51%
LOT 7 AREA = 3,865sf	Building 12, COVERAGE = 1,662sf = 43%

PHASE 1
SINGLE FAMILY HOMES 7

BUILDING # 15, 18	2+ BEDROOM, 1.5 BATH W/ 1 CAR GARAGE	1,312 SQ FT 263 SQ FT
BUILDING # 14, 17	3 BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,516 SQ FT 263 SQ FT
BUILDING # 16, 20	3+ BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,516 SQ FT 263 SQ FT
BUILDING # 19	3+ BEDROOM, 2.5 BATH W/1 CAR GARAGE	1,804 SQ FT 275 SQ FT

VEHICLE PARKING
REQUIRED:
2 CARS EACH HOME
PROVIDED:
2 CARS EACH HOME IN GARAGE AND DRIVEWAY

BIKE PARKING
REQUIRED:
NONE
PROVIDED:
GARAGE



PHASE 1 - DETAILED DEVELOPMENT PLAN

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1169 Olive Street Eugene OR 97401 Tel: 541.683.8641

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE ORE
3860
STATE OF OR

PHASE 1 - DETAILED DEVELOPMENT PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

Attachment A-1

Attachment A-2

PHASE 2
MULTI-FAMILY UNITS 36

BUILDING TYPE: TRIPLEX	# BUILDINGS:	3	VEHICLE PARKING	BIKE PARKING
BUILDING #: 1, 2, 3	# UNITS:	9 (# 1-9)	REQUIRED: 9 X 2.5 = 22.5	REQUIRED: 2.5 EACH UNIT
(9) 3 BEDROOM TOWNHOUSE		1,237 SQ FT	10% TRANSIT REDUCTION = 20 REQUIRED	ALL IN GARAGES
(9) W/ 1 CAR GARAGE		241 SQ FT	18 ARE IN GARAGE OR DRIVEWAY, 2 ON STREET	
BUILDING TYPE: 5-PLEX	# BUILDINGS:	3		
BUILDING #: 4, 5, 6	# UNITS:	15 (# 10-24)	VEHICLE PARKING 19.5	BIKE PARKING 19.5
(6) 1 BEDROOM LOFT		375 SQ FT	REQUIRED: 6 X 1 = 6	REQUIRED: 6 X 1 = 6
(3) 2 BEDROOM ADA FLAT		875 SQ FT	3 X 1.5 =4.5	3 X 1.5 =4.5
(6) 2 BEDROOM TOWNHOUSE		963 SQ FT	6 X 1.5 = 9	6 X 1.5 = 9
			PROVIDED: 20	PROVIDED: 9 IN UNIT STORAGE 12 IN BIKE SHED
BUILDING TYPE: DUPLEX	# BUILDINGS:	2		
BUILDING #: 8, 9	# UNITS:	4 (# 25-28)	VEHICLE PARKING	BIKE PARKING 6
(4) 2 BEDROOM TOWNHOUSE		939 SQ FT	REQUIRED: 4 X 1.5 = 6 AND REQUIRED: 8 X 2.5 = 20	REQUIRED: 4 X 1.5 = 6 PROVIDED: 4 IN UNIT STORAGE 2 IN BIKE SHED
BUILDING QUAD OR FOURPLEX	# BUILDINGS:	2	TOTAL REQUIRED = 26	
BUILDING #: 10, 11	# UNITS:	8 (# 29-36)	TOTAL PROVIDED = 24	BIKE PARKING 20
(8) 1 BR ADA FLAT + COMMONS or		450 SQ FT	10% REDUCTION FOR TRANSIT STOP LOCATED W/IN 300 FT	REQUIRED: 8 X 2.5 = 20 PROVIDED: 8 IN UNIT STORAGE 12 IN BIKE SHED
(8) 3 BEDROOM TOWNHOUSE		1,203 SQ FT		
			REQUIRED 1/200 = 8.5 = 9	BIKE PARKING
COMMUNITY BUILDING	BUILDING #: 7	1,701 SQ FT	ON STREET PARKING	REQUIRED: 10%=2 PROVIDED: 2 ON PORCHES

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 W/SENIOR QUADS)

1 BR & 2-BR UNITS:	27 X 200 = 5,400	
3-BR UNITS:	16 X 300 = 4,800	
	9,900 SF REQUIRED	
COMMONS #1:	6,800 SF	
COMMONS #2:	4,270 SF	
	11,070 SF PROVIDED	

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 - ALTERNATE FAMILY)

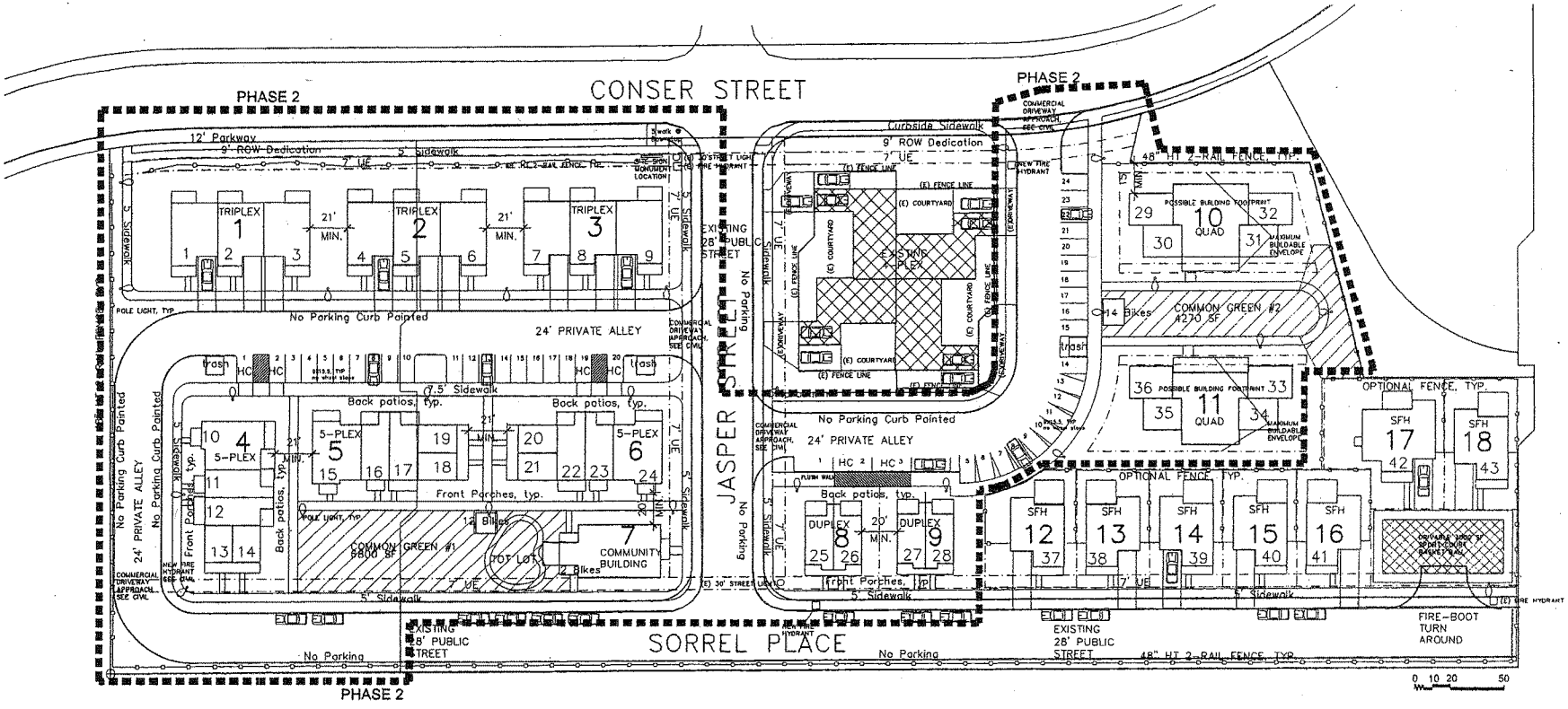
1 BR & 2-BR UNITS:	19 X 200 = 3,800	
3-BR UNITS:	24 X 300 = 7,200	
	11,000 SF REQUIRED	
COMMONS #1:	6,800 SF	
COMMONS #2:	4,270 SF	
	11,070 SF PROVIDED	

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

PHASE 2 - LOT COVERAGE

BLDG #	Lot #	AREA	COVERAGE	%
9	8	4,476	1,794	40%
8	9	4,467	1,423	32%
10,11	10	27,075	12,777	47%
4,5,6,7	11	39,141	12,885	32.9%
1,2,3	12	27,272	11,376	41.7%

NOTE: lot coverage for lot 10 is noted as if total available building envelope is used for either quad or fourplex.



PHASE 2 - DETAILED DEVELOPMENT PLAN

1"=30'

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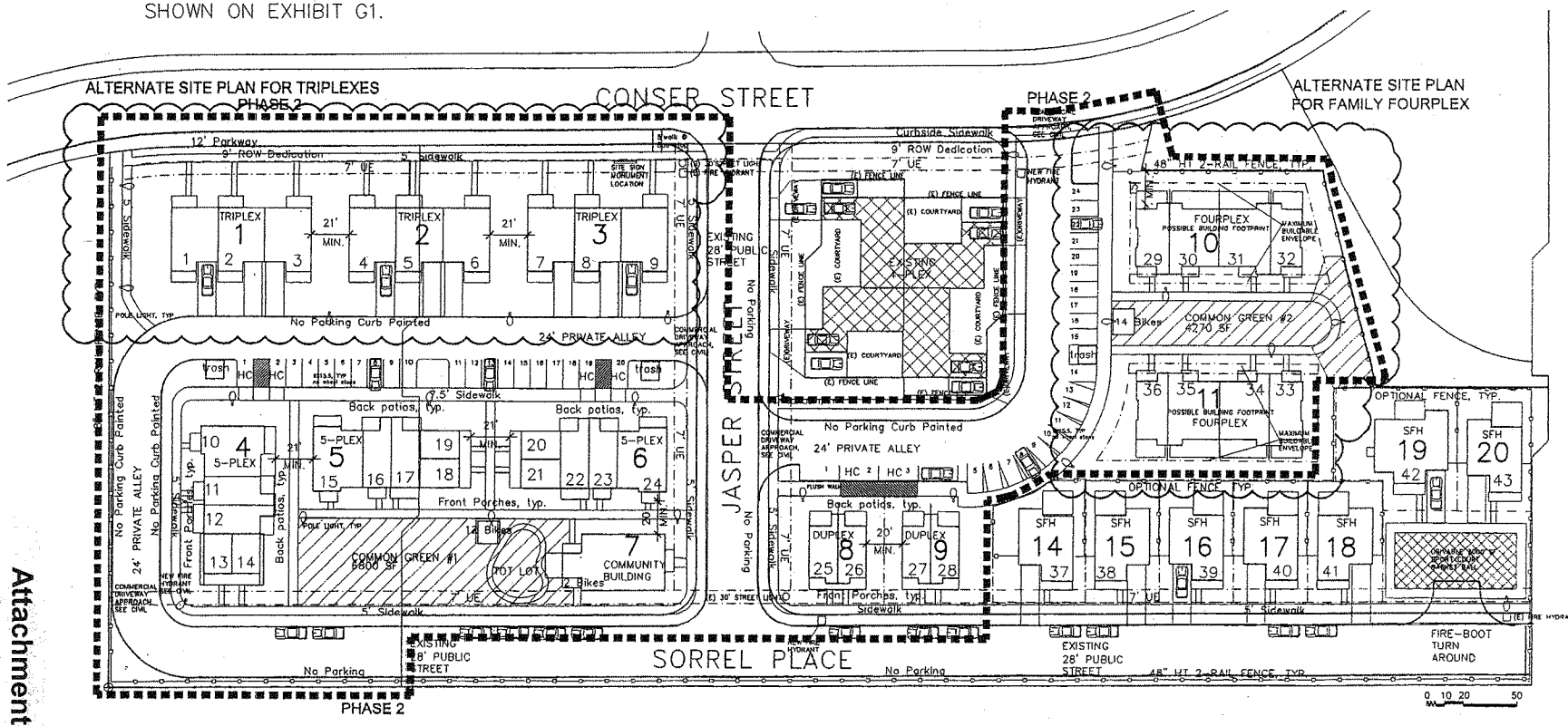
3860
STATE OF OR.

PHASE 2 - DETAILED DEVELOPMENT PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G1

TRIPLEX ALTERNATE:
NOT DESIRABLE TO CONNECT HOUSES DIRECTLY TO THE SIDEWALK AT CONSER. PREFERRED DESIGN IS THE TRIPLEX WITH CONNECTION OF HOUSE TO ALLEY AS SHOWN ON EXHIBIT G1.

QUAD OR FOURPLEX ALTERNATE:
BOTH SENIOR QUADS (EXHIBIT G1) AND FAMILY FOURPLEX (EXHIBIT G2) ARE SHOWN. PROPOSAL WOULD LIKE THE FLEXIBILITY TO DO EITHER SCHEME.



PHASE 2 - DETAILED DEVELOPMENT PLAN - ALTERNATES

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1396 Olive Street Eugene OR 97401 Tel: 541.683.2661

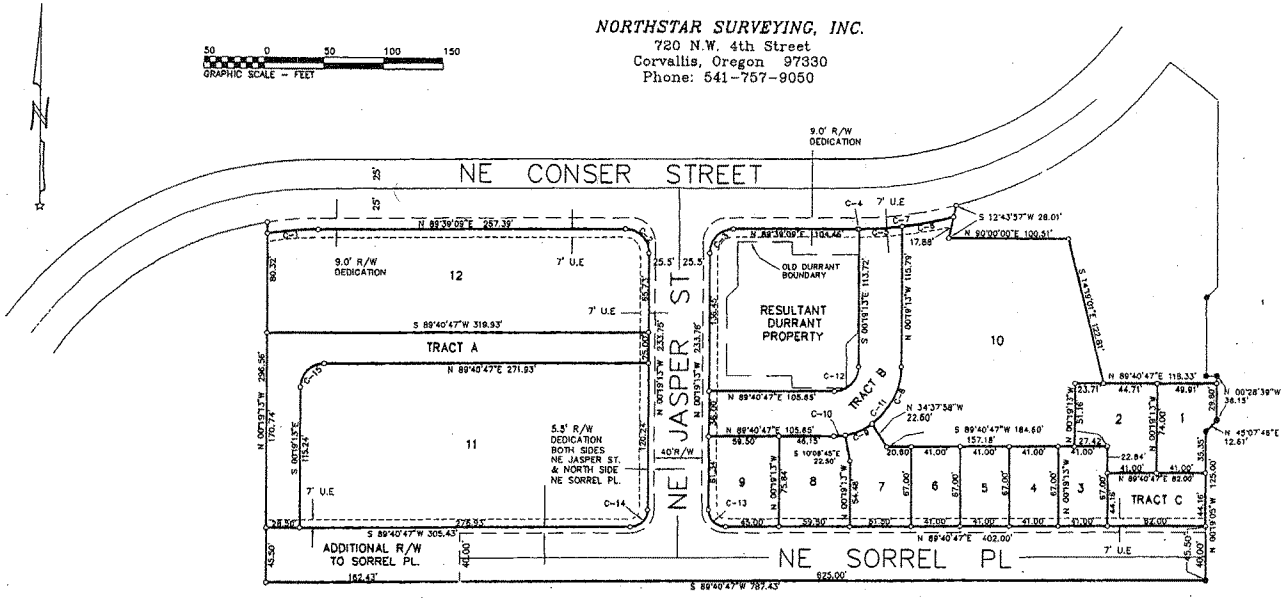
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OR
STATE OF

PHASE 2 - DETAILED DEVELOPMENT PLAN
ALTERNATES
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G2
ALTERNATE

Attachment A-4

NORTHSTAR SURVEYING, INC.
720 N.W. 4th Street
Corvallis, Oregon 97330
Phone: 541-757-9050



PER THE PLAT OF SEAVY MEADOWS PHASE 1 UTILITY AND SERVICE EASEMENTS SHALL BE SEVEN (7) FEET IN WIDTH ON THE STREET FRONTAGES AS SHOWN ON SAID PLAT. IN ADDITION, UTILITY AND SERVICE EASEMENTS SHALL INCLUDE COMMON AREAS "A" AND "B" THAT SURROUND ALL ORIGINAL LOT CLUSTERS AS SHOWN ON PLAT.

LOT & TRACT AREAS

LOT 1 = 3,341 SQFT
LOT 2 = 4,437 SQFT
LOT 3 = 2,747 SQFT
LOT 4 = 2,747 SQFT
LOT 5 = 2,747 SQFT
LOT 6 = 2,747 SQFT
LOT 7 = 3,865 SQFT
LOT 8 = 4,476 SQFT
LOT 9 = 4,467 SQFT
LOT 10 = 27,075 SQFT
LOT 11 = 39,141 SQFT
LOT 12 = 27,272 SQFT
TRACT A = 11,920 SQFT
TRACT B = 10,072 SQFT
TRACT C = 3,621 SQFT
ADDITIONAL R/W DEDICATION = 18,066 SQFT
RESULTANT DURRANT TRACT = 16,627 SQFT

CURVE DATA

Curve	Radius	Length	Delta	Chord	Chord Bear.
C-1	285.00'	42.71'	9°12'00.0"	42.67	N 85°08'22" E
C-2	20.00'	31.43'	90°01'37.9"	28.29'	S 45°20'02" E
C-3	20.00'	31.41'	89°58'22.1"	28.28	N 44°39'58" E
C-4	334.00'	1.21	0°12'25.8"	1.21	N 88°35'48" E
C-5	334.00'	38.08'	6°11'19.5"	38.09'	N 86°33'34" E
C-6	334.00'	43.68	7°29'38.1"	43.68	N 79°33'26" E
C-7	334.00'	80.98'	13°53'20.1"	80.77'	N 82°49'19" E
C-8	58.00'	54.43'	53°41'14.4"	52.31'	S 77°11'24" W
C-9	58.00'	23.87'	24°31'12.6"	23.78	S 67°37'58" W
C-10	58.00'	9.57'	9°47'32.3"	9.56	S 84°47'01" W
C-11	58.00'	87.96'	90°00'00.0"	79.20'	S 44°40'47" W
C-12	20.00'	31.42'	90°00'00.0"	28.28'	S 44°40'47" W
C-13	14.50'	22.78'	90°00'00.0"	20.51'	N 45°19'13" W
C-14	14.50'	22.78'	90°00'00.0"	20.51'	S 44°40'47" W
C-15	19.50'	30.63'	90°00'00.0"	27.58'	N 44°40'47" E

TENTATIVE PLAT

SEAVEY MEADOWS

WILLAMETTE NEIGHBORHOOD HOUSING SERVICES

SE 1/4 SECTION 24 & NE 1/4 SECTION 25,
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CORVALLIS, BENTON COUNTY, OREGON

FEBRUARY 21, 2008

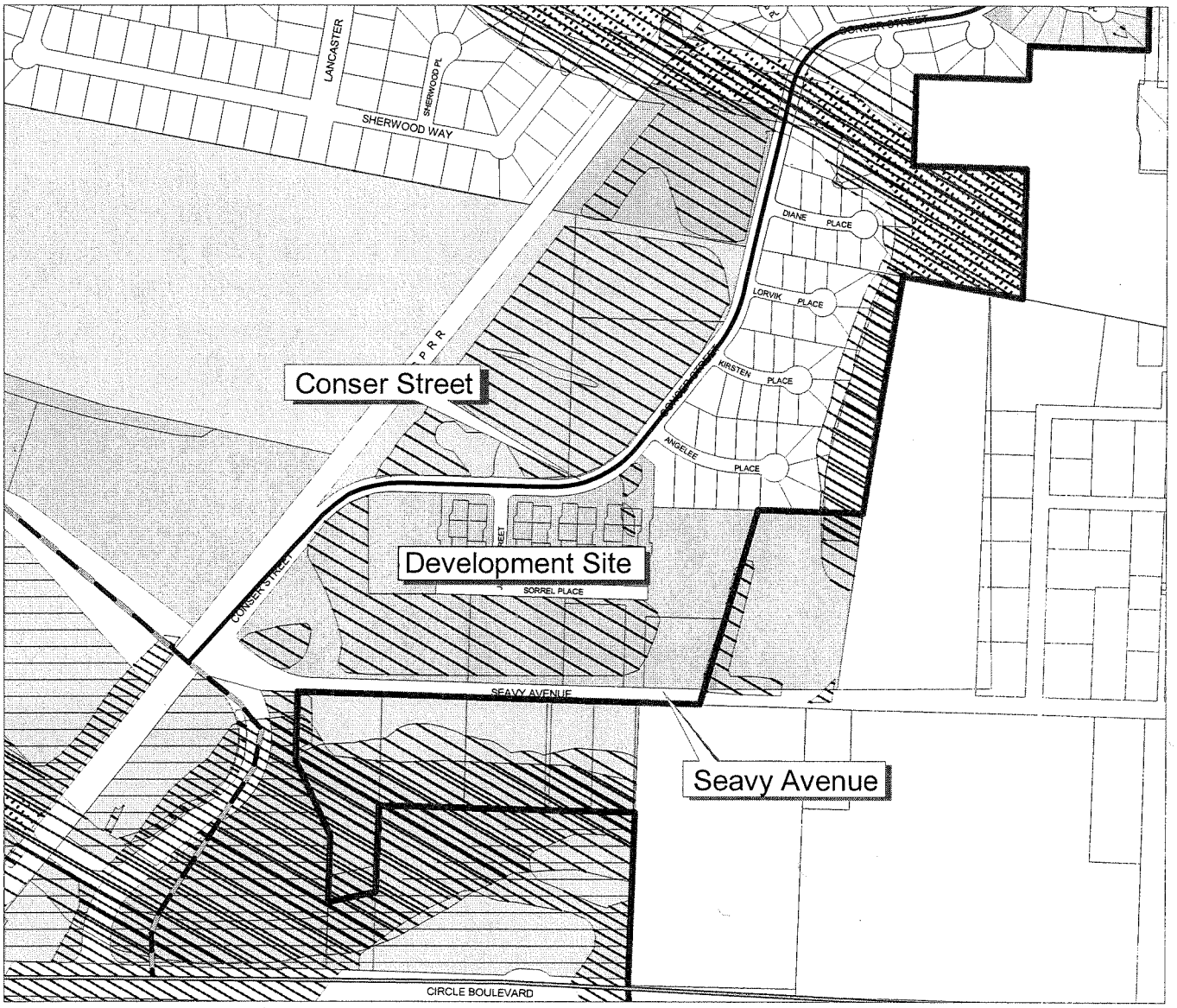
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON JULY 14, 1972 THEODORE J. KULLMANN 1823
Renewal 12-31-08

TENTATIVE SUBDIVISION PLAT

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

1

Seavy Meadows
Comprehensive Plan Map Designations



City Limits Line
Naturalhazardsoverlay.shp
Naturalresourceoverlay.shp
Urban Growth Boundary
Comp_plan_grayscale.shp
LD
MD
MHD
GI
C-OS

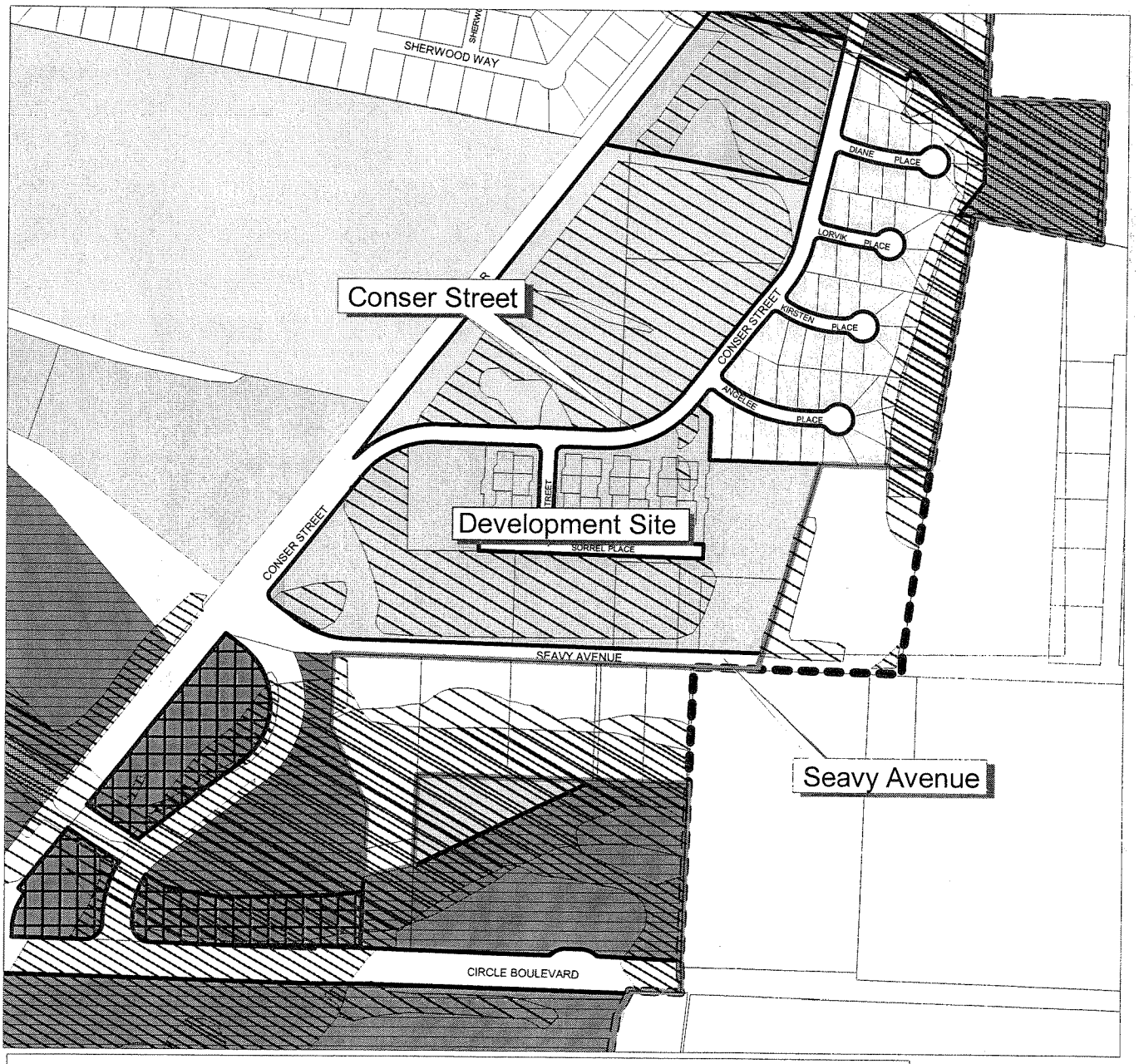
90 0 90180 Feet

N

Attachment B

Attachment III-118

Seavy Meadows Zoning District Map



City Limits Line
Naturalhazardsoverlay.shp
Naturalresourceoverlay.shp
Urban Growth Boundary
Zoning_grayscale.shp
RS-3.5
PD(RS-6)
RS-9
PD(RS-9)
RS-12
PD(RS-12)
PD(MUE)
GI
PD(GI)
AG-OS
PD(AG-OS)

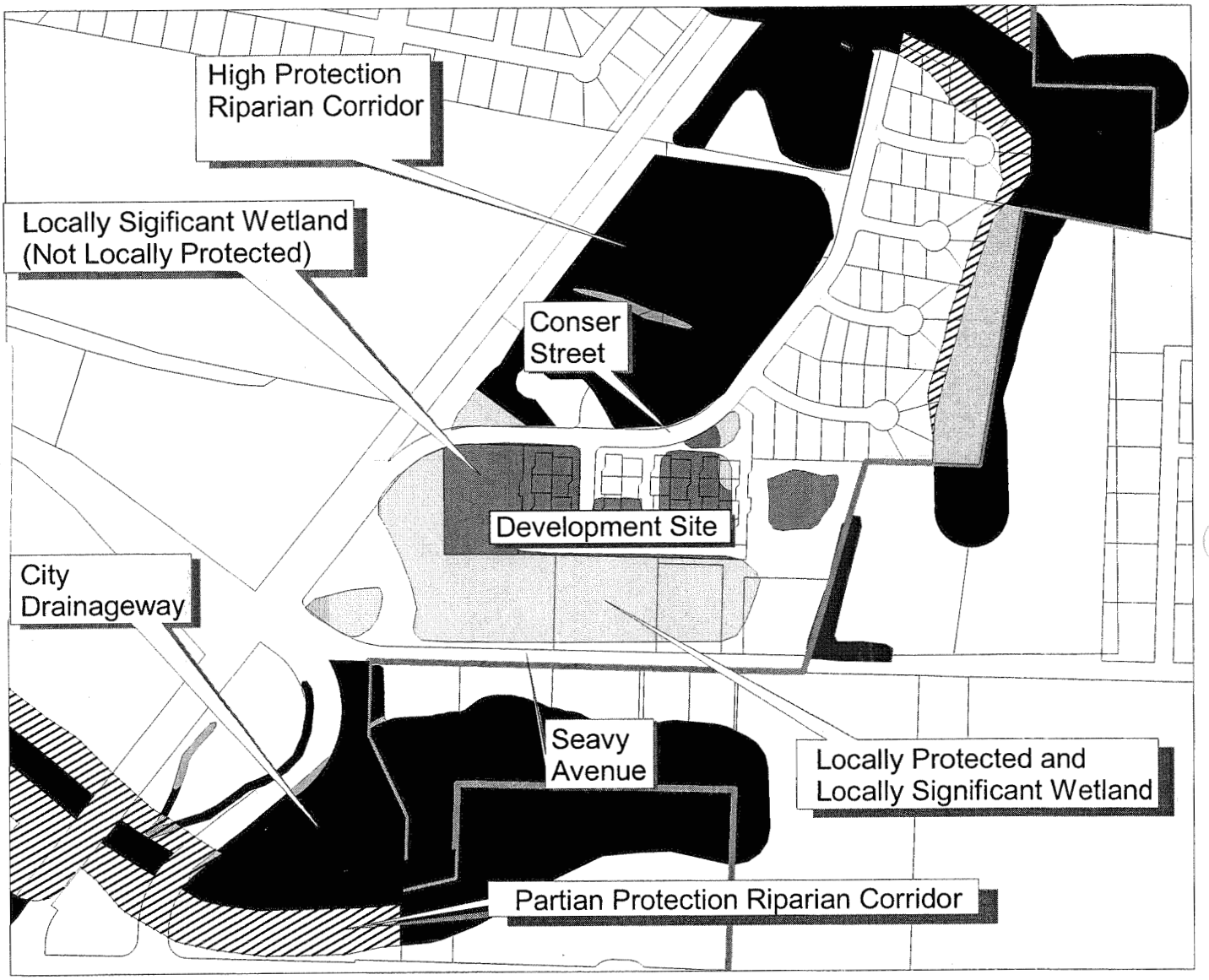
100 0 100 200 Feet

N

Attachment III-119

Attachment C

Seavy Meadows Natural Resources Map

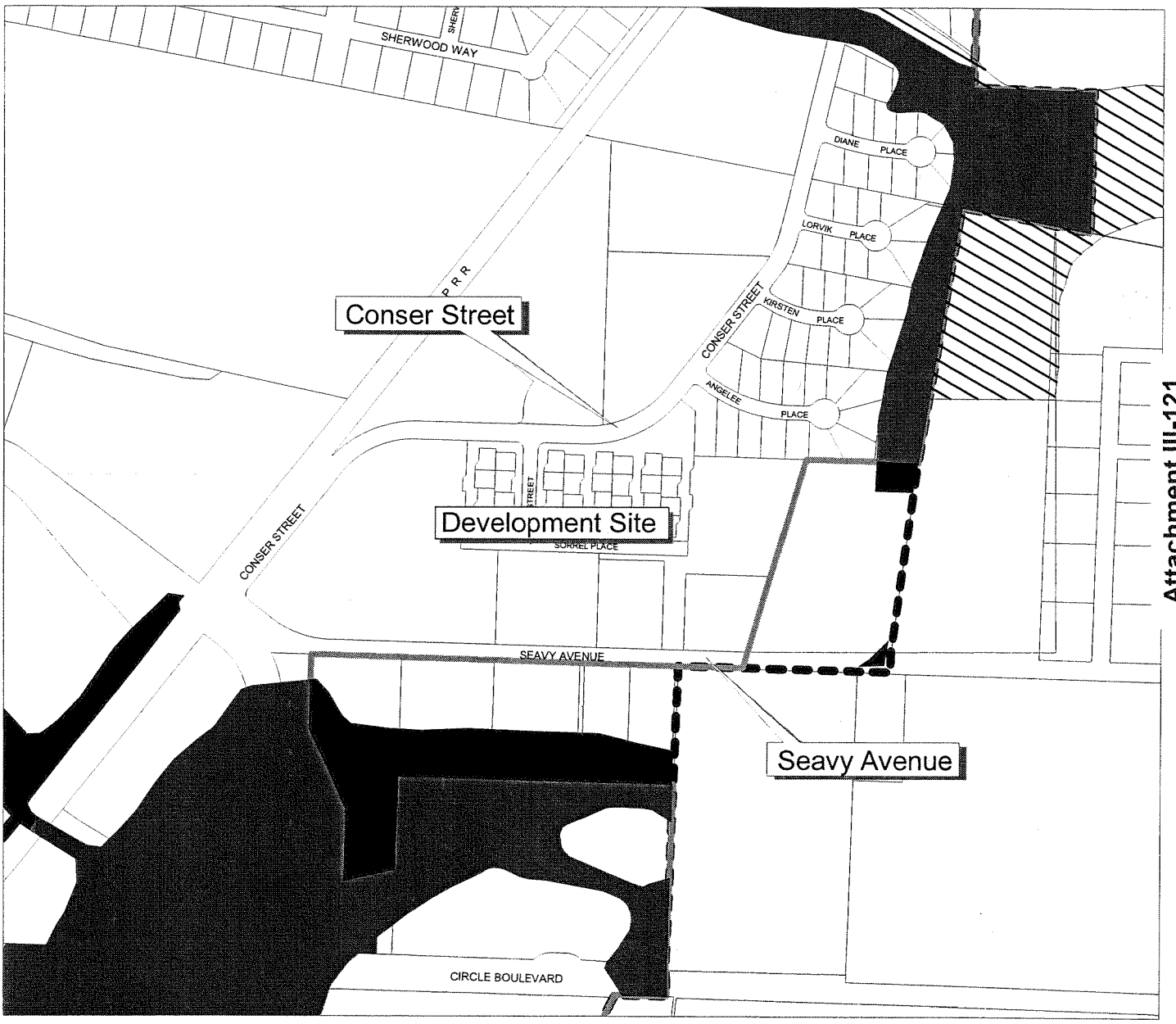


100 0 100200 Feet

N

Attachment D

Seavy Meadows Natural Hazards Map



City Limits Line

Corrected100yrfloodplainprotections.shp

HIGH

PARTIAL

Twotenthsfloodwayprotections.shp

Urban Growth Boundary

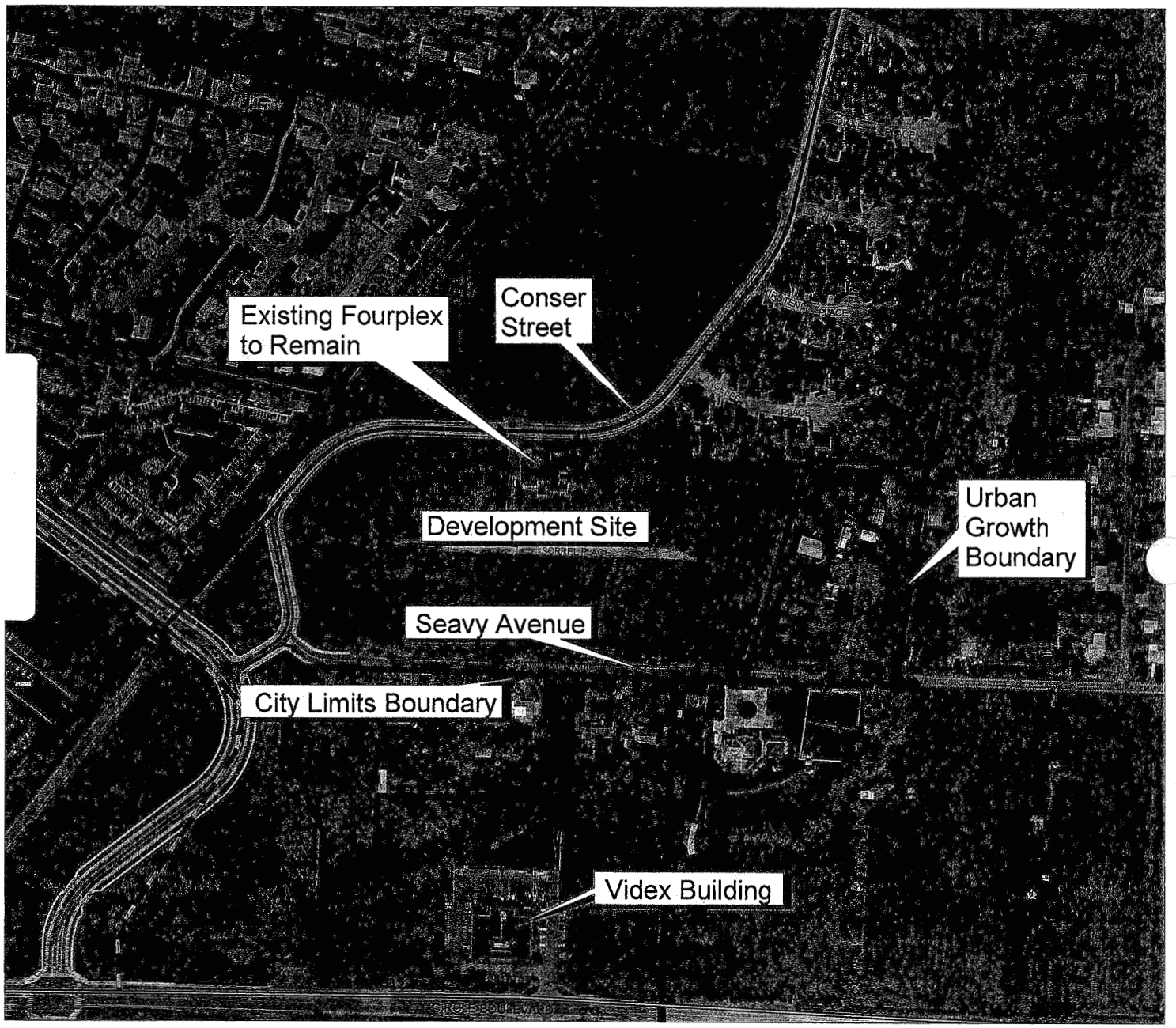
Willamette/Marys River/Millrace Floodplane

N

Attachment III-121

Attachment E

Seavy Meadows Existing Conditions



100 0 100200 Feet

N

Attachment III-122

Attachment F

COMMUNITY DEVELOPMENT DEPARTMENT
P.O. Box 1083, Corvallis, OR 97339-1083

Planning	(503) 757-6908
Housing and Redevelopment	757-6981
Building	757-6929

NOTICE OF DISPOSITION

ORDER 82-70

CASE	PD-82-5, S-82-2 - Seavy Meadows
APPLICANT	Gary Gorman 913 NW Grant Avenue Corvallis, OR 97330
ASSESSOR MAP	11-5-24, Tax Lots 1000, 1104, 1105, 1107 & 1108
REQUEST	The applicant is requesting approval of a detailed planned development for the entire parcel and a tentative plat approval for Phase I of this proposed housing development.

The Planning Commission conducted a review of the proposed request on October 6, 1982 and found that the request should be approved with conditions and adopts the findings of fact and conclusions contained in the staff report, dated 9-30-82, and the Planning Commission minutes date 10-6-82.

If you are an affected party and wish to appeal this decision, appeals must be filed within 10 days from the date of decision, in writing, with the City Recorder. The following information must be included:

a. Name and address of the appellant(s).
b. A reference to the subject development and case number, if any.
c. A statement of the specific grounds for appeal.
d. A statement as to how you are an affected party.
e. Filing fee of $62.00 (no fee required for an appeal of the Community Development Director's decision).

Appeals must be filed by 5:00 p.m. on the final day of the appeal period. When the final day of an appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent work day.

The City Recorder's Office is located in the Law Enforcement Building, Finance Department, 180 NW 5th Street.

George Heilig
Planning Commission Chairman

Attachment III-123

Attachment G-1

SPECIAL REQUIREMENTS & CONDITIONS

File Number PD-82-5/S-82-2

Subject/Location Seavy Meadows - North of Seavy, east of SPRR

Approval by Planning Commission Date 10-6-82

CONDITIONS OF APPROVAL

Conditions of the Detailed Development Plan

1. A detailed landscape plan indicating location, type and size of all plant materials that will be planted as part of Phase I development shall meet the approval of the Community Development Director prior to issuing building permits. This plan will conform to the guidelines of the detailed development plan and the discussion above. It will be reviewed in terms of its ability to soften, screen, or otherwise support this development pattern. Fencing, trash and utility screening, appropriate elevations, ground patterns, irrigation, and other relevant details shall be included in this plan.

2. Seavy Avenue shall be realigned at its intersection with Conser Street and improved to Circle Boulevard in conjunction with Phase I development. A full street improvement including curbs, drainage, paving, sidewalk (on one side only), and removal of the abandoned portion of Seavy Avenue will be required. The improvement of that portion of Seavy Avenue to the east of the realignment is required in conjunction with Phase III or platting of adjacent land and prior to the platting of the areas shown as Phase IV and/or Phase V. All improvements shall be designed and constructed to meet the approval of the City Engineer.

   Conser Street, from Seavy Avenue to the northeast line of Phase I, and the public streets within Phase I shall be constructed with Phase I. The improvements shall include curbing, streets, drainage, and walks; these shall be designed and constructed to meet the approval of the City Engineer. Walks shall be constructed with the public street construction.

3. No building permits shall be issued for any unit accessing a private driveway until assurances, meeting the approval of the City Engineer, are made for the construction of the entire private driveway, and underground power, gas, telephone, and TV cable within the private driveway easements. The private driveways shall be designed and constructed, including curbing and drainage, to meet the approval of the City Engineer. Valley gutters shall be concrete.

4. Legal instruments delineating the maintenance responsibility for private driveways and access rights and maintenance responsibility for maneuvering areas (including outside of Phase I) opposite the Phase I garages shall be recorded prior to or simultaneously with the plat. The City shall be a party to these covenants and restrictions and said covenants and restrictions shall be approved by the City Attorney.

5. Maneuvering areas on the opposite side of the private driveways from any garage or parking area shall be constructed prior to or in conjunction with the opposite side garage.

6. Garages (and carports) that are shown on the applicant's common drive detail as adjacent to the 24-foot private access easement shall have clear vehicular openings (doors) of a minimum of 10 feet in width. An alternative would be to move those particular garages away from the private driveway an additional 4 feet and reduce the clear opening width to 9 feet.

7. Fences along private driveways shall be set back a minimum of 3 feet from the back of the curbs.

8. The small triangular parcel created by the realignment of Seavy Avenue shall be landscaped and included as a right-of-way dedication. The abandoned section of Seavy Avenue shall be removed with the street construction and that area shall be planted.

9. Guest parking proposed in the Phase I development represents an experiment with respect to the number of spaces provided. Future phases may be required to provide additional guest parking.

   Based upon staff's observations, future phases may be required to alter this development pattern in order to provide additional parking spaces.

10. A public drainageway dedication including all land within 20 feet of or east of the top of the bank near the east property line is required. The dedication area shall be surveyed and monumented. The dedicated property shall be free of all liens and encumbrances at the time of dedication. The drainageway dedication will be made concurrently with Phase V. A legal description and ease--ment will be provided with Phase I. Use restrictions on the easement will be specified in the subdivision covenants, codes and restrictions and will meet the City Engineer's approval.

11. The intrusion of portions of the PD plan into the drainageway dedication are not approved.

12. Irrigation meters are required in the common areas; the locations of these meters shall meet the approval of the Utilities Director.

13. The 2-acre park will be dedicated to the City prior to the approval of the final plat for Phase IV or Phase V. This dedication shall be given clear of liens and encumbrances. It shall meet the approval of the Parks Director, City Engineer, and the Community Development Director. The dedication shall be surveyed and monumented.

14. Attached units shall be built simultaneously.

15. Private street signing will be required with, or prior to, private street construction. Such signing shall meet the approval of the City Engineer.

16. "Fire Lane, No Parking" signs will be located along the private drive. This signage will meet the approval of the Fire Marshall.

Conditions of the Tentative Plat

17. The Phase I plat shall include the Conser Street right-of-way, the new Seavy Avenue right-of-way, all 7-foot utility and service easements adjacent to platted right-of-way of less than 60 feet in width.

18. The tax lots for the land not included in the tentative plat shall be consolidated prior to final plat for Phase I.

19. Storm drainage facilities and the sanitary sewer system shall be designed and constructed to meet the approval of the City Engineer.

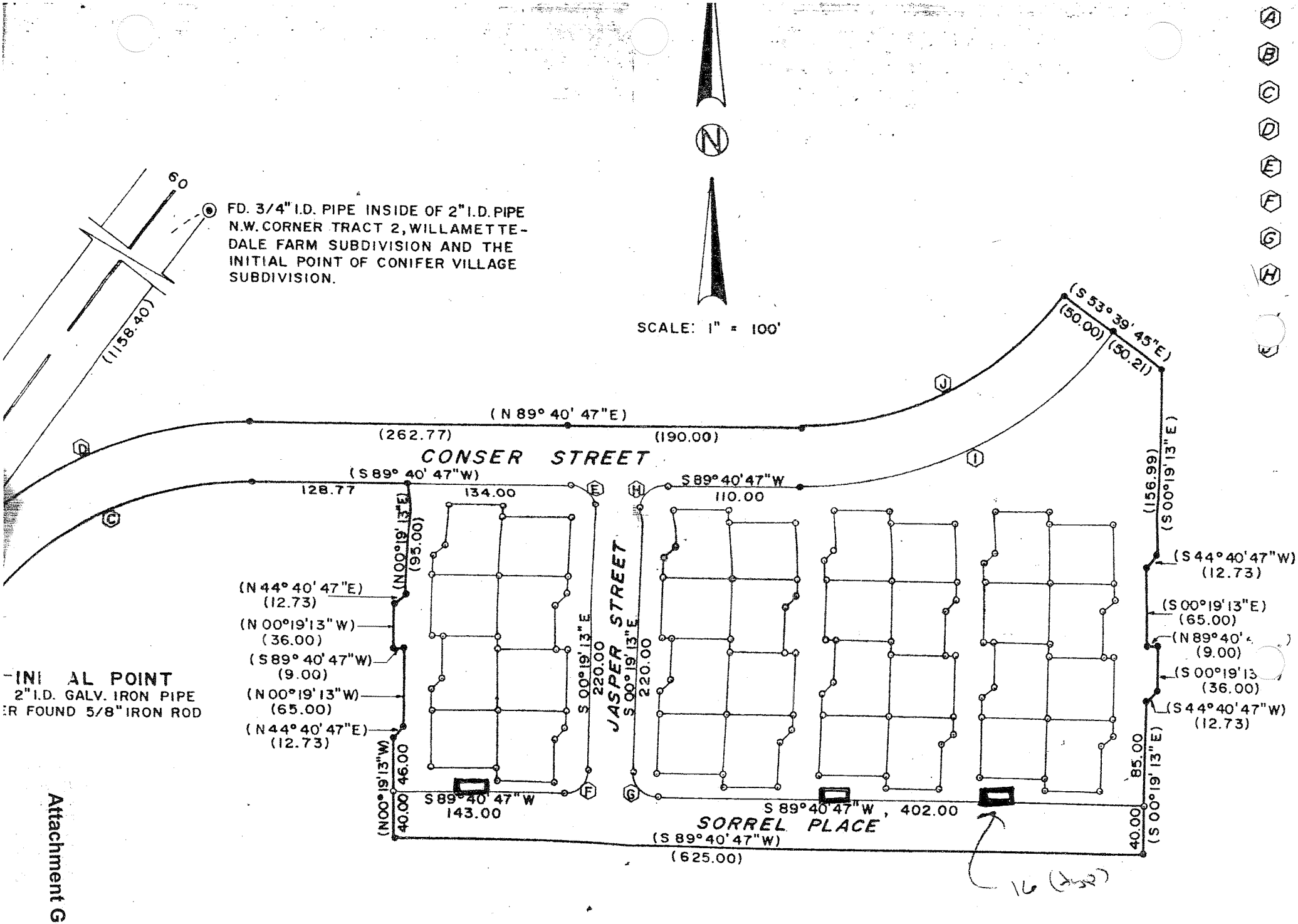
20. Utility and service easements shall be provided to meet the approval of the City Engineer. Except where adjacent to right-of-way, the minimum easement width shall be 15 feet.

21. Public waterline extension are required to serve this subdivision. The waterlines shall be designed and constructed to meet the approval of the Utilities Director. The provision of water service is subject to existing City policies, ordinances and standards.

22. Fire hydrants and fire flows shall be provided for all phases to meet the approval of the Fire Chief.

23. Mailbox locations shall be approved by the Postmaster and City Engineer. Prior to final platting, assurances for mailbox installation will be required.

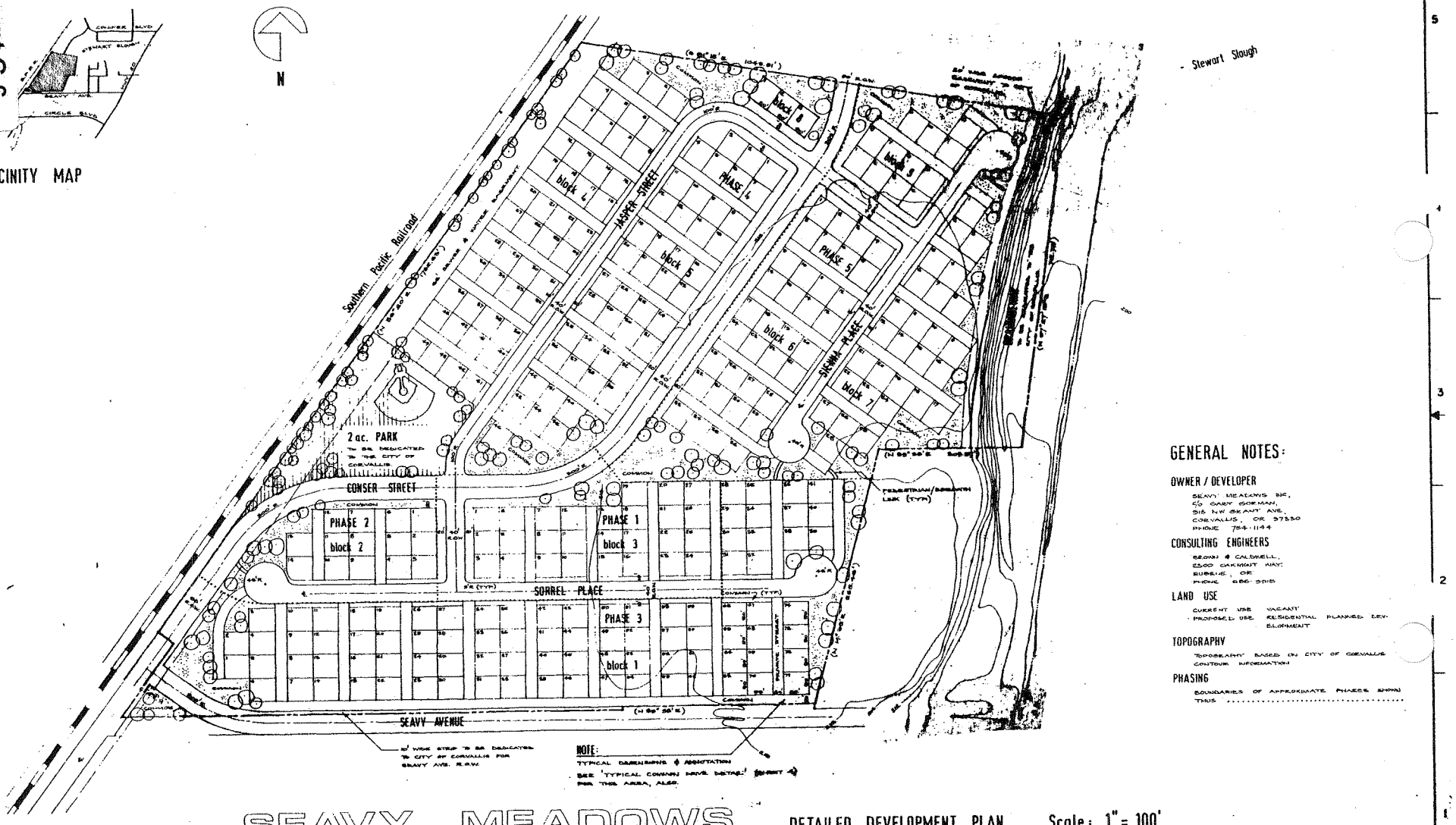
24. An easement for bicycle and pedestrian movement shall be shown on the detailed development plan adjacent to the SPRR railroad tracks. This easement shall be indicated on the final plat.



Attachment G-5

Attachment G-6

VICINITY MAP



GENERAL NOTES:

OWNER / DEVELOPER

SEAVY MEADOWS INC.
C/O GARY GORMAN,
315 NW SEAVY AVE.
CORVALLIS, OR 97330
PHONE 754-1144

CONSULTING ENGINEERS

BROWN & CALDWELL,
5500 OAKMONT WAY,
BURLINE, OR
PHONE 686-3015

LAND USE

CURRENT USE VACANT
PROPOSED USE RESIDENTIAL PLANNED DEVELOPMENT

TOPOGRAPHY

TOPOGRAPHY BASED ON CITY OF CORVALLIS CONTOUR INFORMATION

PHASING

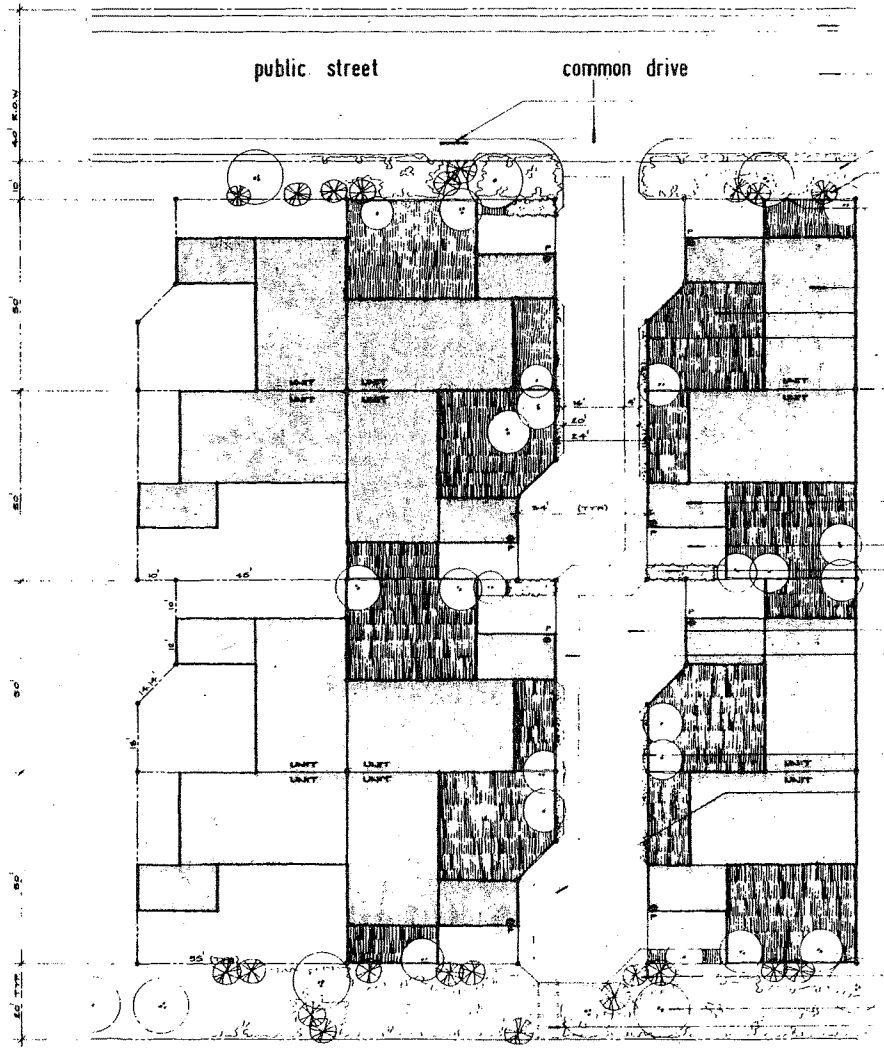
BOUNDARIES OF APPROXIMATE PHASES SHOWN THUS .....

SEAVY MEADOWS

DETAILED DEVELOPMENT PLAN Scale: 1" = 100'

BROWN AND CALDWELL CONSULTING ENGINEERS	DESIGNED F.W.	SUBMITTED F. Wagner	DATE 9-1-82	FILE 1289	SEAVY MEADOWS INC.	SEAVY MEADOWS P.D.	DETAILED DEVELOPMENT PLAN
	CHECKED	APPROVED Alan P. Morris For Brown and Caldwell	DATE 7-8-82	DATE			DRAWING NUMBER SHEET 1 of 4 D
	CHECKED	APPROVED	DATE				

ATTACHMENT C



4' WIDE CONC CURBSIDE SIDEWALK (EACH SIDE OF STREET)

28' WIDE PUBLIC STREET (GUEST PARKING @ ONE SIDE)

MAILBOX CLUSTER (ONE STRUCTURE PER COMMON DRIVE)

TYPICAL LANDSCAPE PATTERN : STREET BUFFER STRIPS
GROUND COVER (18" HIGH MAX)
5'→8' SHRUBS (TYPICALLY AGAINST SCREEN FENCES & USED TO SCREEN PARKING SPACES
STREET TREES (HIGHLIGHT COMMON DRIVES ; SCREENING OPEN AREAS AT ENDS OF DRIVES; SPACED ALONG STREET.
NOTE UNDERGROUND IRRIGATION SYSTEM TO BE INSTALLED FOR COMMON AREAS.

TYPICAL DWELLING UNIT

PRIVATE OUTDOOR SPACE

6' HIGH SCREEN FENCES

TYPICAL PROPERTY CORNER

GARAGE (SINGLE)

OPEN PARKING (SINGLE)

TOTAL 2 PRIVATE PARKING SPACES PER DWELLING.

GROUND COVER (18" HIGH MAX) AT FRONT OF PLANTED BUFFER STRIPS, BETWEEN PRIVATE PARKING BAYS.

BROOMED FINISH TO CONC COMMON DRIVE (16' WIDTH MINIMUM)

EXPOSED AGGREGATE CONC (OR SIMILAR) PEDESTRIAN ACCESS (ALSO USED BY VEHICLES) 4' WIDTH MINIMUM

TOTAL PAVED SURFACE OF 20' (MIN.) AS COMMON DRIVE

COMMON DRIVE LANDSCAPING :
CLIMBING SHRUBS, GROUND COVER, AT 2' WIDE PLANTING BED.

TYPICAL MANEUVERING SPACE OPPOSITE GARAGE/OPEN PARKING

SEAVY MEADOWS

TYPICAL COMMON DRIVE DETAIL

1" = 16'

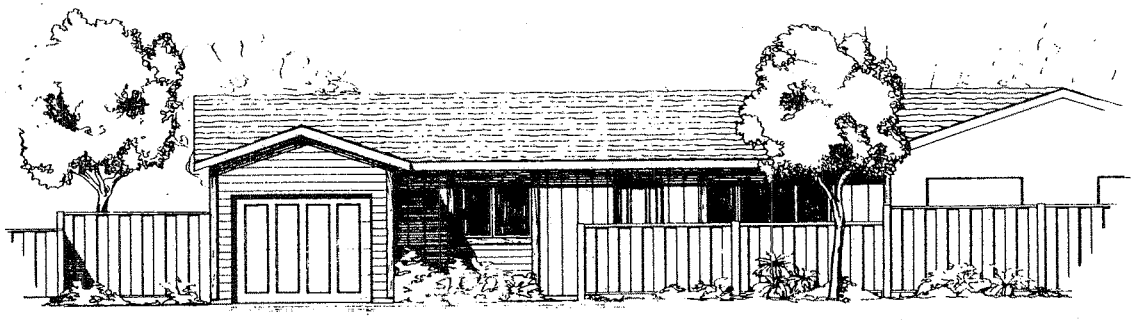
SHRUBS (5'→8') AND STREET TREES MASSED AT ENDS OF COMMON DRIVE FOR SCREENING.

PEDESTRIAN LINK TO PUBLIC STREET WHERE APPROPRIATE (BIKEPATH STANDARD)

BROWN AND CALDWELL CONSULTING ENGINEERS	DESIGNED / CHECKED / CHECKED	SUBMITTED / APPROVED (For Brown and Caldwell) / APPROVED	DATE / DATE / DATE	FILE / DATE	SEAVY MEADOWS INC.	SEAVY MEADOWS P.D.	TYPICAL COMMON DRIVE DETAIL

DRAWING NUMBER — SHEET 4 of 4 — D

Attachment G-7



Elevation by
Acorn Design

SEAVY MEADOWS

NOTICE OF DISPOSITION

ORDER 91-12

CASE DC-91-1, PD-91-1, S-91-1, Conifer Village IV, V, VI

APPLICANT SK Enterprises
P.O. Box 734
Corvallis, OR 97330

LOCATION Along Conser Drive south of Conifer Boulevard (Assessor's Map Number 11-524DA, Tax Lots 500,700, 900, and 1100 plus Assessor's Map Number 11-5-24, Tax Lots 201, 1114, and 1502).

REQUEST District Map changes from PD(RS-9) and PD(RS-12) to PD(RD-6) and approval of a Detailed Development Plan and tentative Plat for Conifer Village IV and V. The subdivision would establish 63 single-family lots with an average lot area of 7,500 square feet.

The Corvallis Planning Commission conducted a review of the proposed request on March 6, 1991 and found that the request should be approved with conditions and adopts the findings of fact and conclusions contained in the staff report dated February 22, 1991.

If you are an affected party and wish to appeal this decision, appeals must be filed within 10 days from the date of decision, in writing, with the City Recorder. The following information must be included:

a. Name and address of the appellant(s).
b. A reference to the subject development and case number, if any.
c. A statement of the specific grounds for appeal.
d. A statement as to how you are an affected party.
e. Filing fee of $102.00 (no fee required for an appeal of the Planning Director's decision).

Appeals must be filed by 5:00 p.m. on the final day of the appeal period. When the final day of an appeal period falls on a weekend or holiday, the appeal period shall be extended to 5:00 p.m. on the subsequent work day.

The City Recorder is located in the City Manager's office in City Hall, 501 SW Madison Avenue.

Terry Barker, Chairperson
Corvallis Planning Commission

Attachment III-131

Attachment H-1

SPECIAL REQUIREMENTS AND CONDITIONS

File Number: DC-91-1, PD-91-1, S-91-1

Subject/Location: Conifer Village IV, V and VI - Along Conser Drive south of Conifer Boulevard, Assessor's Map Number 11-5-24DA, Tax Lots 500, 700, 900 and 1100 plus Assessor's Map Number 11-5-24, Tax Lots 201, 1114, and 1502.

Approval by: Corvallis Planning Division **Date:** March 6, 1991

- -

CONDITIONS OF APPROVAL

1. Prior to issuing building permits, the applicant shall submit for approval a site/landscape plan that addresses the following:

   A. Concurrent with public improvements, the developer shall establish, along the South property line of the subject property, a 5 foot high fence and appropriate trees. These trees shall be able to screen rear yards from apartment views but not obstruct the dwelling's solar access.

   B. Concurrent with building permits, the developer shall continue along Conser Drive, the establishment of street trees and exterior side yard fencing that is consistent with the site and landscape plans specified in Conifer Village I, II, and III. Fences shall be set back 10' from the property side of the sidewalk.

   C. All required street trees shall be specified by their Standardized Plant Name and those on the north side of the cul-de-sacs shall be "solar access friendly" trees.

2. Concurrent with development of the site, a drainageway dedication must be provided to the City for the natural drainageway illustrated along the eastern property line.

3. Prior to final plat of Conifer Village V, documentation from the Division of STate Lands and the Corps of Engineers indicating that this project is not subject to their jurisdiction shall be provided to the City. If permits from these agencies are needed, copies of those permits shall be provided prior to final plat.

4. Easements must be provided for all portions of the sanitary sewer and storm drain systems which are located outside the public right-of-way.

5. The full length of the common driveway shall be curbed and drained, and constructed concurrent with the public improvements. The final plat shall indicate ownership, access rights, and maintenance responsibilities for the common driveway. In addition, the CC & R's shall specify a method to resolve property owner disputes related to the maintenance and management of this shared driveway.

6. Prior to development of Conifer Village V, there shall be an improved pedestrian walk connecting the existing concrete path (located on the north side of Stewart Slough west of Conser Drive) to the grass maintained area of Village Green Park. If requiring rail road easements would delay development, then staff may approve all or part of the final plat and issue permits given the applicant provides appropriate assurances to fund trail construction.

7. Prior to issuance of any construction permits, the applicant shall submit engineered plans for public streets and walks, water, sanitary sewer, and storm drain for the approval of the City Engineer.

8. Prior to issuing building permits in Conifer Village IV, the applicant shall demonstrate that dwellings will meet Land Development Code energy performance criteria or an equivalent energy performance such as that achieved by the "Super Good Cents" program.

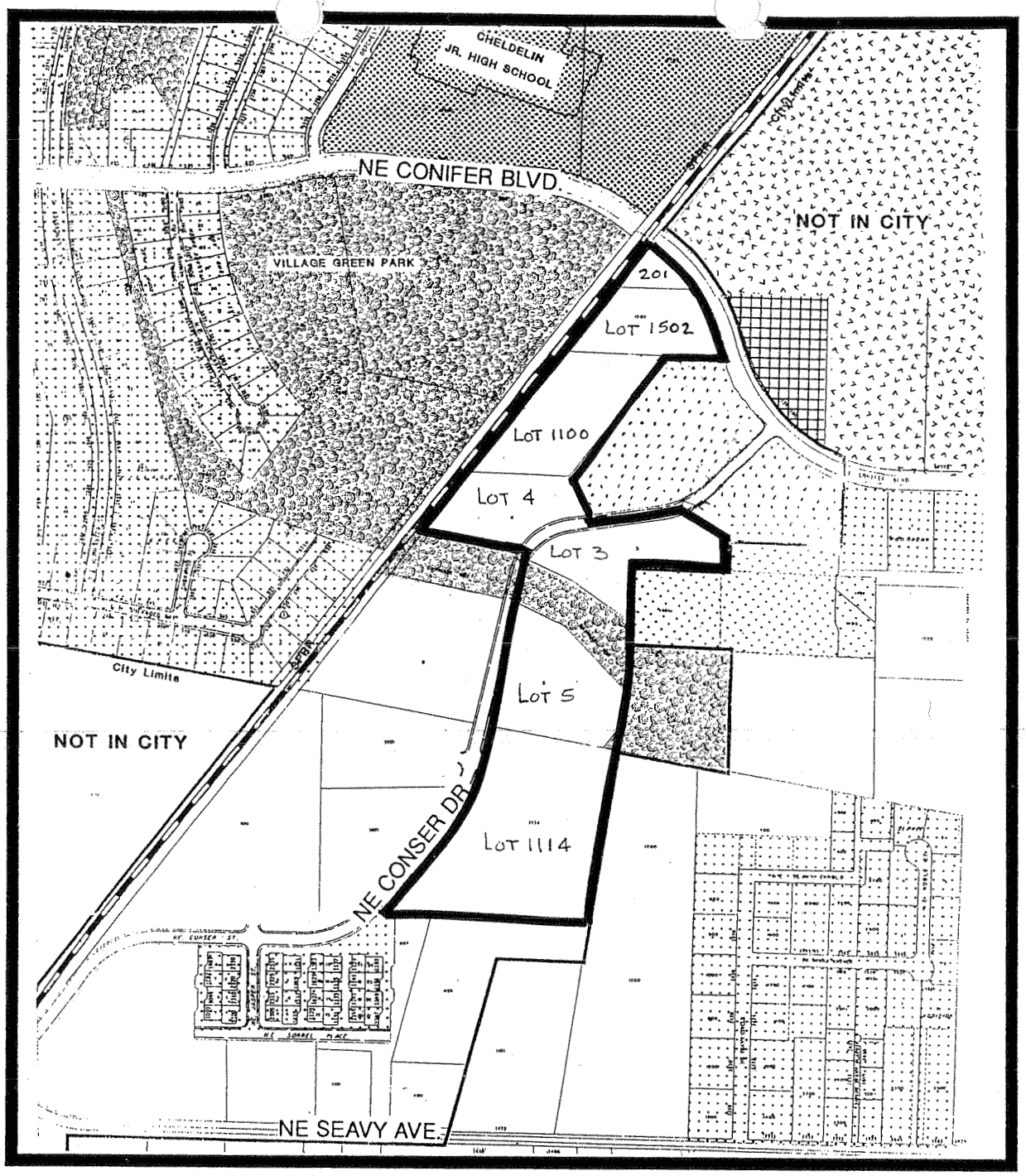
9. Prior to final plat in Conifer Village V, Solar Envelopes will need to be constructed for each lot that is solar access protected and this information shall be appropriately recorded with the plat.

10. It shall be specified that trees are not subject to the height standard of the Solar Envelopes and that full solar access protection can only be assured by successfully obtaining a Solar Access Permit from the City.

11. Prior to issuing building permits in Conifer Village V, the applicant shall provide the City with dwelling designs that include functional passive solar systems and these designs will be boldly marked as solar options and made available to potential buyers as an option the developer is willing to build.

12. At the time of building permit review in Conifer Village V, if a home protected by a solar envelope does not have its long side facing south, then the home will be built to the conservation provisions of Condition 8.

KD-90-5, S-90-4



EXISTING LAND USE MAP

- SUBJECT PROPERTY
- SINGLE FAMILY
- CHURCH
- SCHOOL
- PUBLIC OPEN SPACE
- AGRICULTURE
- VACANT

N

ASSESSOR'S MAP:

11-5-24DA

Attachment III-134

Attachment H-4

Attachment B

DISTRICT CHANGE & TENTATIVE PLAT FOR:

CONIFER VILLAGE IV

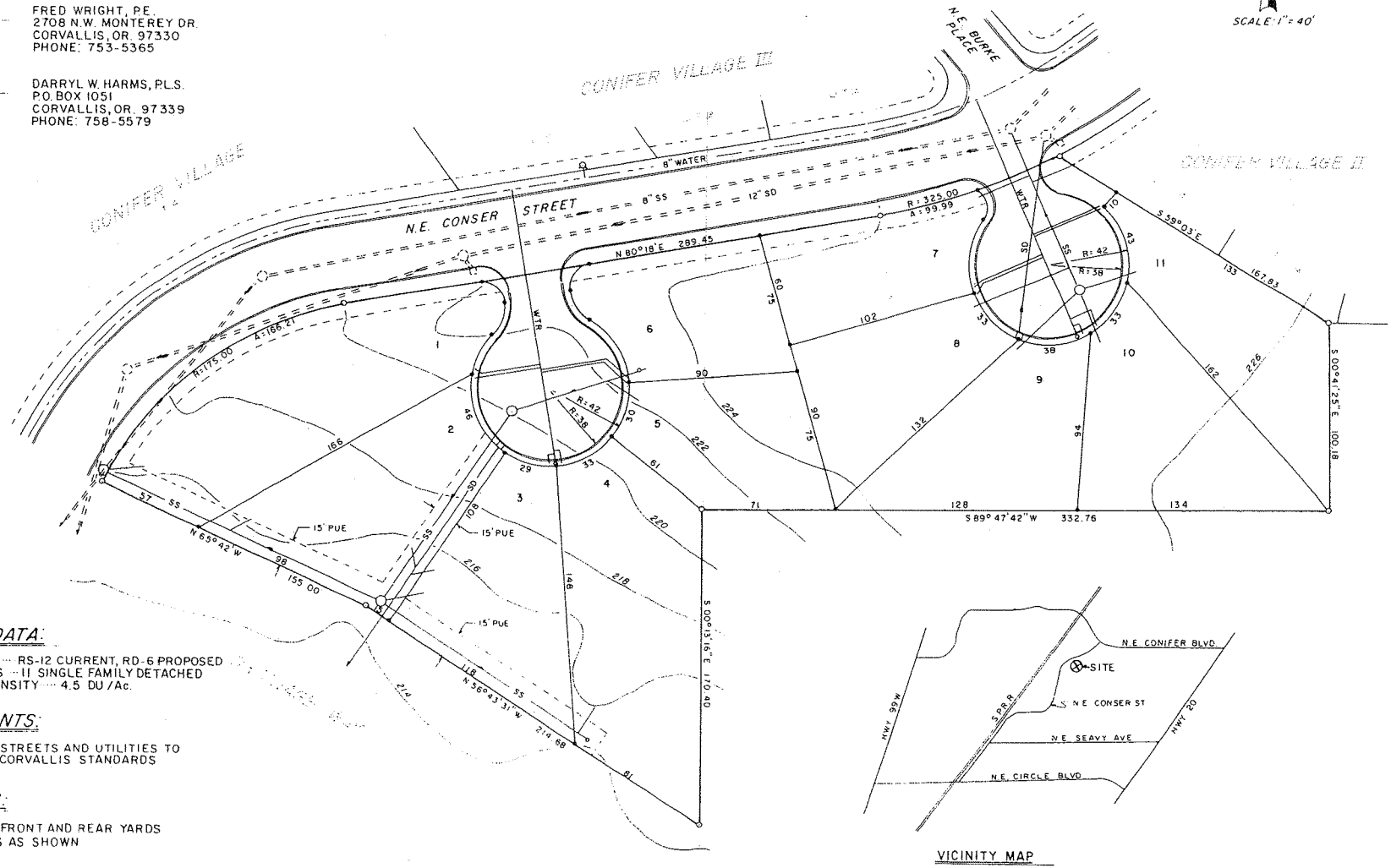
REPLAT OF LOT 3, CONIFER VILLAGE

OWNER: CITY OF CORVALLIS

DEVELOPER: S K ENTERPRISES
P.O. BOX 734
CORVALLIS, OR. 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DR.
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR. 97339
PHONE: 758-5579



SCALE: 1" = 40'

LAND USE DATA:

2.45 Ac. --- RS-12 CURRENT, RD-6 PROPOSED
No. LOTS --- 11 SINGLE FAMILY DETACHED
AVG. DENSITY --- 4.5 DU/Ac.

IMPROVEMENTS:

PUBLIC STREETS AND UTILITIES TO CITY OF CORVALLIS STANDARDS

EASEMENTS:

7' P.U.E. FRONT AND REAR YARDS
OTHERS AS SHOWN

VICINITY MAP
NO SCALE

Attachment H-5

DISTRICT CHANGE AND TENTATIVE PLAT for:

CONIFER VILLAGE V

TAX LOT 1114, ASSESSOR'S MAP 11-5-24 AND
REPLAT OF LOT 5, CONIFER VILLAGE

OWNER: CITY OF CORVALLIS

DEVELOPER: S.K. ENTERPRISES
P.O. BOX 734
CORVALLIS, OR. 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DRIVE
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR. 97339
PHONE: 758-5579

LAND USE DATA:

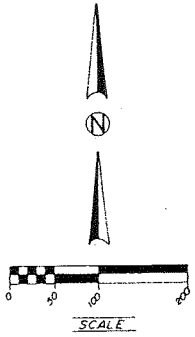
LOT 5, CONIFER VILLAGE	2.99 Ac.	Current RS-12, Proposed RD-6	
TL 1114, MAP 11-5-24	9.23 Ac.	Current RS-12, Proposed RD-6	
TOTAL	12.22 Ac.		
DRAINAGE WAY DEDICATION	1.83 Ac.		
NET USABLE AREA	10.39 Ac.		
LOTS	52		
AVERAGE DENSITY	5.00 UNITS/Ac.		
GROSS LOT AREA	8.9 Ac.		
AVERAGE LOT AREA	7450 Sq. Ft.		

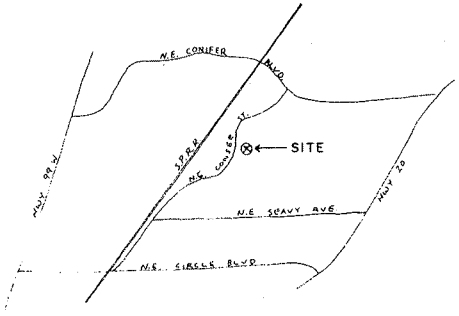
IMPROVEMENTS:

28' CITY STREETS WITH 38' RADIUS CUL-DE-SACS
CITY SEWER, WATER AND STORM DRAIN
PUBLIC UTILITIES

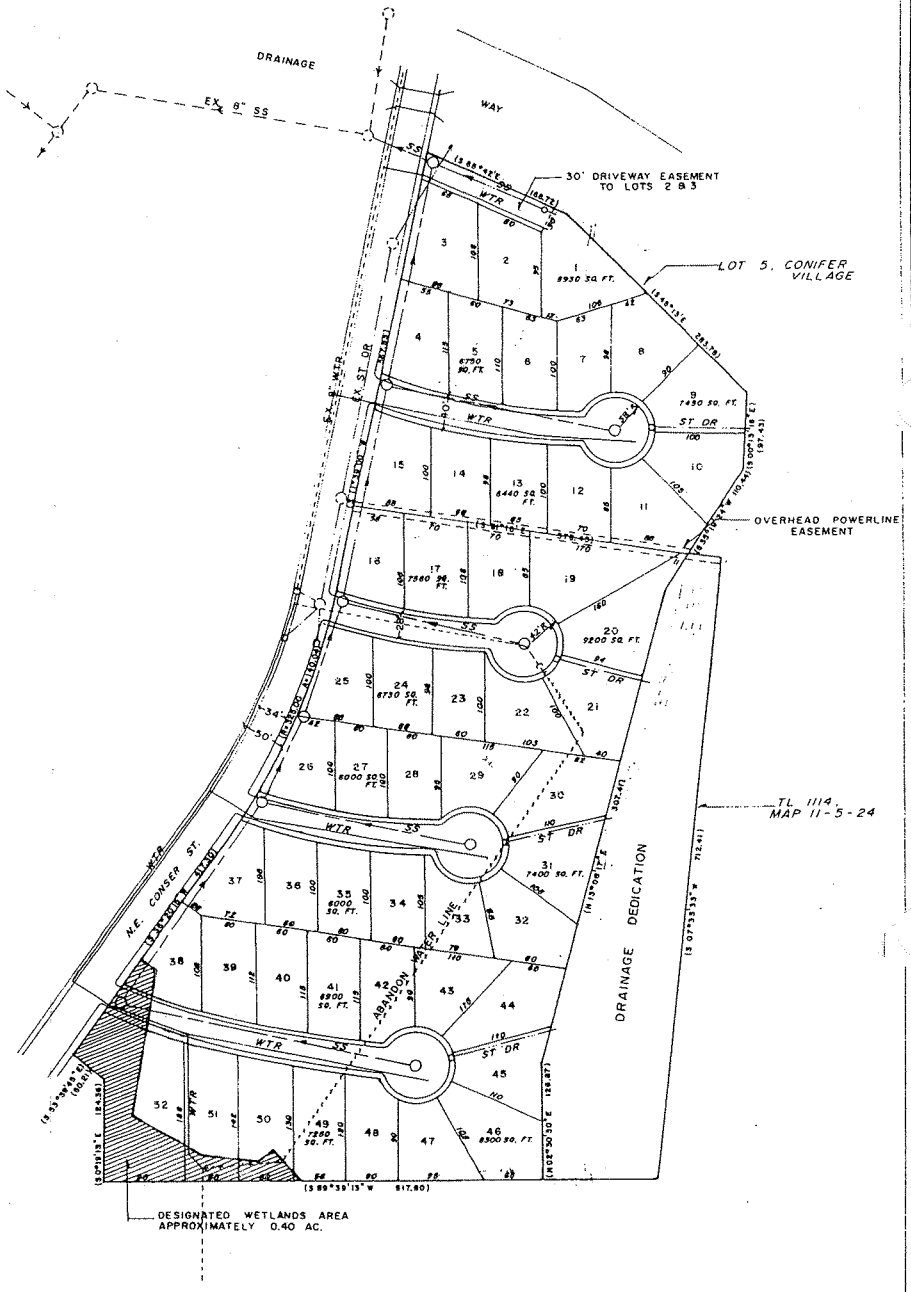
EASEMENTS:

7' P.U.E. FRONT AND REAR YARDS
AS REQUIRED FOR CITY UTILITIES





VICINITY MAP
NO SCALE



DISTRICT CHANGE FOR

CONIFER VILLAGE VI

OWNER: CITY OF CORVALLIS

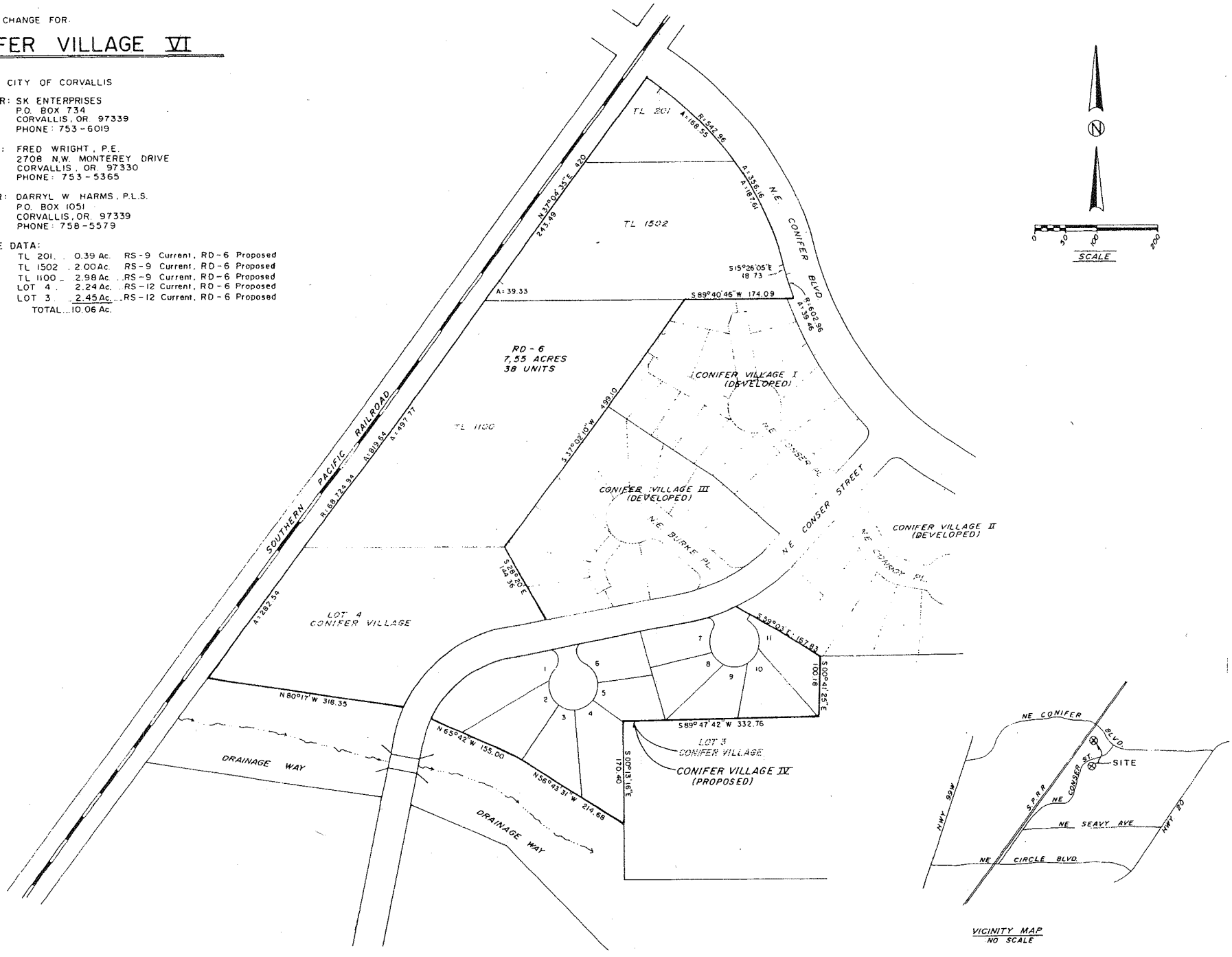
DEVELOPER: SK ENTERPRISES
P.O. BOX 734
CORVALLIS, OR. 97339
PHONE: 753-6019

ENGINEER: FRED WRIGHT, P.E.
2708 N.W. MONTEREY DRIVE
CORVALLIS, OR. 97330
PHONE: 753-5365

SURVEYOR: DARRYL W. HARMS, P.L.S.
P.O. BOX 1051
CORVALLIS, OR. 97339
PHONE: 758-5579

LAND USE DATA:

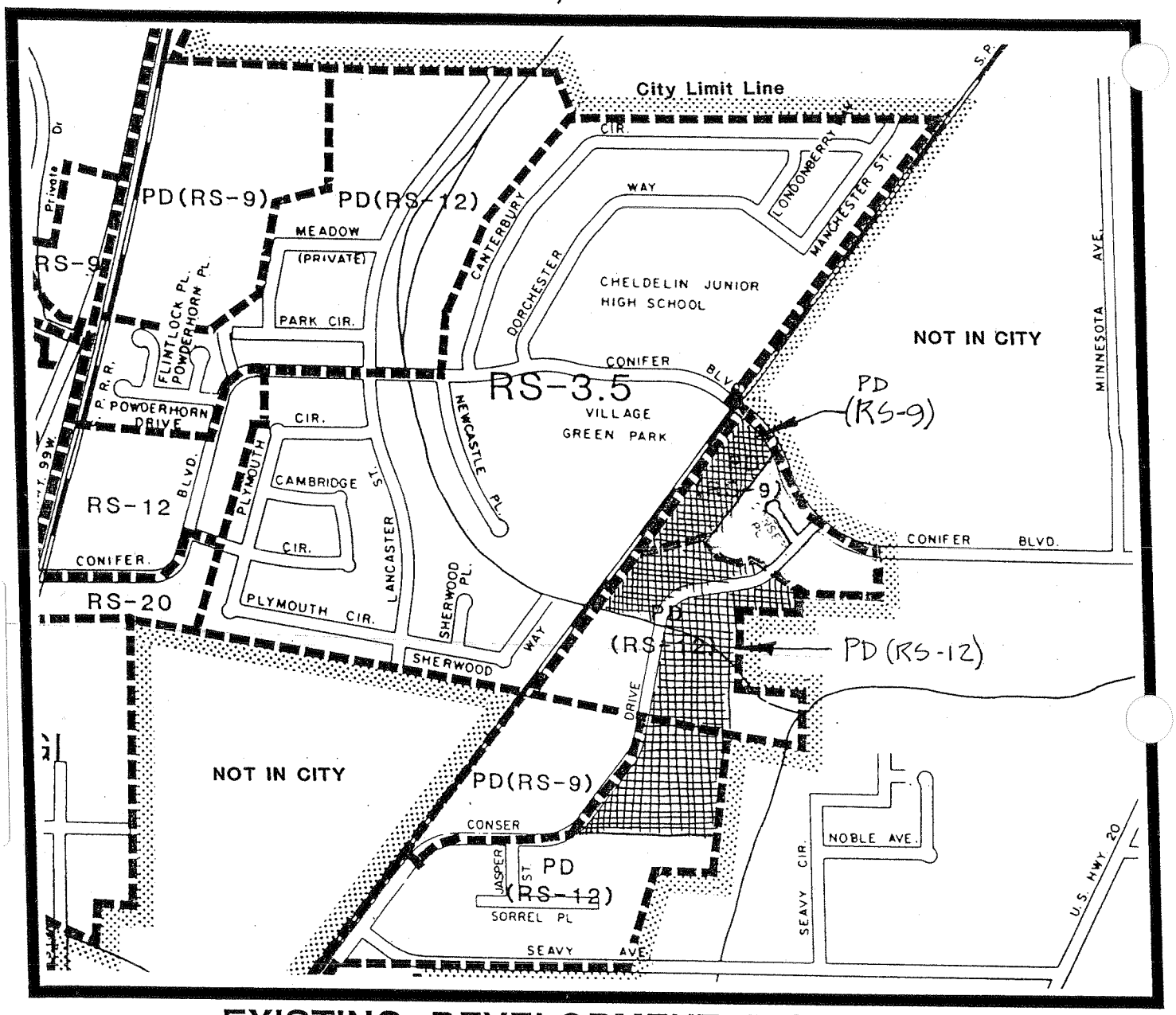
TL 201	0.39 Ac.	RS-9 Current,	RD-6 Proposed
TL 1502	2.00 Ac.	RS-9 Current,	RD-6 Proposed
TL 1100	2.98 Ac.	RS-9 Current,	RD-6 Proposed
LOT 4	2.24 Ac.	RS-12 Current,	RD-6 Proposed
LOT 3	2.45 Ac.	RS-12 Current,	RD-6 Proposed
TOTAL	10.06 Ac.		



Attachment H-7

Attachment III-137

PD-90-5, S-90-4



EXISTING DEVELOPMENT DISTRICT MAP

SUBJECT PROPERTY

0 800

N

Attachment III-138

Attachment H-8

Attachment A

Addendum to Seavey Meadows Wetland Delineation

Re: Seavey Meadows Wetland Delineation Project
Permit #: 21862-FP

RECEIVED

JAN 28 2008

Community Development
Planning Division

Prepared for:
Willamette Neighborhood Housing Services
And The City of Corvallis

Prepared by:
Turnstone Environmental Consultants
P.O. Box 816
Philomath, OR, 97370

TURNSTONE
ENVIRONMENTAL CONSULTANTS

November 2007

TURNSTONE
ENVIRONMENTAL CONSULTANTS

TURNSTONE ENVIRONMENTAL CONSULTANTS INC.
Specializing in natural resource inventories, environmental assessments and analysis
www.turnstoneenvironmental.com
P.O. Box 816, Philomath, OR 97370 541.929.7542

Oregon Division of State Lands
Attn: Wetlands Program Manager
775 Summer Street NE
Salem, OR 97310-1337

January 7, 2008

Subject: Re-issuance of Jurisdiction Determination, Seavey Meadows, Corvallis, Benton County, Oregon.
Permit # 21862-FP

Turnstone Environmental Consultants (TECI) conducted an update of a wetland delineation at the above referenced property in March of 2007. The attached documents and figures serve to satisfy the standards of the Department of State Lands (DSL) for the re-issuance of the Jurisdictional Determination received for the 1998 wetland delineation.

The report describes the field indicators present on the site observed at the site and states our findings, which describe minor changes to the wetland boundary in the eastern part of the impact area. Figures are attached depicting the changes to the wetland boundary from the previous delineation work, which occur out of the planned impact area. We found the remainder of the wetland delineation we inspected to be accurate.

Please let me know if you have any questions or if you would like to discuss our findings further.

Best regards,

Katie Arhangelsky
Botanist – Wetland Ecologist
Turnstone Environmental Consultants, Inc.
katie@turnstoneenvironmental.com
(503) 830-1823

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

This form constitutes a request for a jurisdictional determination by the Department of State Lands. It must be fully completed and signed, and attached to the front of reports submitted to the Department for review and approval.

Wetlands Program Manager/Oregon Department of State Lands
775 Summer Street NE, Suite 100
Salem, OR 97301-1279

☒ Applicant ☐ Owner Name, Firm and Address: **City of Corvallis -- Willamette Neighborhood Housing Services** **P.O. Box 1083** **Corvallis, OR 97339**	Business phone # Home phone # (optional) FAX # E-mail:
☐ Authorized Legal Agent, Name and Address:	Business phone # FAX # E-mail:

I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.

Typed/Printed Name: _____ Signature: _____

Date: Special instructions regarding site access:

Project and Site Information (for latitude & longitude, use centroid of site or start & end points of linear project)

Project Name: **Seavey Meadows**	Latitude: **44 34' 50" N**	Longitude: **123 15' 27" W**
Proposed Use: **Residential/open**	Tax Map # **11 05 24**	
Project Street Address (or other descriptive location): **Conser St and Jasper St**	Township **11S** Range **5W** Section **24 SW** QQ **1/4** Tax Lot (s)	
City: **Corvallis** County: **Benton**	Waterway: River Mile: NWI Quad(s):	

Attachment III-141

Wetland Delineation Information

Wetland Consultant Name, Firm and Address: **Jeff Reams/Katie Arhangelsky, Turnstone Environmental Consultants** **P.O. Box 816** **Philomath, OR 97370**	Phone # **(541) 929-7542** FAX # **(503) 621-9581** E-mail address: **jeff@turnstoneenvironmental.com**

The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.

Consultant Signature: Kathryn Arh | Date: **September 12, 2007**

Primary Contact for report review and site access is ☒ Consultant ☐ Applicant/Owner ☐ Authorized Agent

Wetland/Waters Present? ☒ Yes ☐ No | Total Wetland Acreage:

Delineation Purpose:

☐ R-F permit application submitted with delineation	☐ Sale, purchase, lease etc.
☐ Mitigation bank site	☐ Partition, re-plat, lot line adjustment
☐ Industrial Land Certification Program site	☐ Habitat restoration project
☐ R-F application will be submitted within 90 days	☒ Other: **reissuance of expired JD**

Other Information:	Y	N	
Has previous delineation/application been made on parcel?	☒	☐	If known, previous DSL # **21862-FP**
Does LWI, if any, show wetland on parcel?	☒	☐	LWI wetland code:

For Office Use Only

DSL Reviewer: _____ Report Tier: ☐ 1 ☐ 2 ☐ 3 DSL WD # _____

Date Delineation Received: ____ / ____ / ____ DSL Project # _____ DSL Site #

Scanned: ☐ Final Scan: ☐ DSL WN # _____ DSL App.

Attachment I-3

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3.0 Project History 3
3.1 Past Wetland Delineations/Jurisdictional Determinations 4
4.0 Field Inspection 4
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1.0 Introduction

The Seavey Meadow site is a 30.14 acre site owned by the City of Corvallis of which the majority is wetlands. The site has been the subject of development plans in the past, and is currently proposed for development by the Willamette Neighborhood Housing Services (WNHS). A Jurisdictional Determination was issued for the site based upon a wetland delineation conducted in 1998 by Wetland Environmental Technologies, Inc. (WET), but development plans stalled. As Jurisdictional Determinations are valid for a period of not more than five years as per OAR 141-090-0045, WNHS seeks a re-issuance of the original Jurisdictional Determination to allow the project to move forward as planned. Wetland biologists from Turnstone Environmental Consultants conducted a review of existing information, several field visits and onsite inspections, and re-delineation of the segment proposed for development in March of 2007. This report documents our findings of the re-inspection.

2.0 Site Location

Seavey Meadows is located between NE Conser Street and Seavey Avenue within the City of Corvallis, Benton County, Oregon. Tax information is T 11S R 5W Sec 24 ¼, and Lat/Long is 44 34' 50" N & 123 15' 27" E. The site totals 30.14 acres with a localized project impact area of approximately 5 acres. This re-issuance request only considers the 5 acre impact site, which is centered on NE Jasper Street. The project site is located in an abandoned urban housing development, and footprints for the former project remain from the 1980's. The remainder of the acreage is currently utilized as a wetland preserve/open space. Surrounding land uses include commercial, residential, and transportation.

3.0 Project History

The Seavey Meadows site initially had a proposed development known as "Seavey Meadows II" in the early 1980's that was slated to contain over 350 units. A 3 acre portion of the plan was platted for 28 lots during this time, and the four existing units on site were a part of this development. This area of the site contains small, fragmented wetlands that are separated by upland berms and they follow the pattern created by partial construction of the existing housing projects. Development of the site by the City of Corvallis was initiated again in 1996, and it was decided to develop only a 5 acre portion of the site and preserve the remaining 25 acres as wet prairie. As part of this work, a full wetland delineation of the site was conducted and a removal-fill permit application was submitted. The delineation received concurrence and the removal-fill permit was granted.

Development of the site and initialization of the removal-fill permit received stalled, but the City of Corvallis is now prepared to move forward with the permit, mitigation, and construction plans outlined in 1998. The purpose of the project is to construct low to moderate income housing on approximately 5 acres of the 30 acre site, and to protect significant wetlands on the remaining acreage. The site plan has changed and updated

since the last removal-fill permit was first issued, but the current site plan calls for slightly less wetland impacts than the previous plan.

3.1 Past Wetland Delineations/Jurisdictional Determinations

Wetlands on the site were previously delineated in July 1991 by EDSI and more recently in October of 1998 by W.E.T., Inc. A compensatory mitigation plan was developed for the proposed development activity in 1999 and permits subsequently issued and renewed. The 1998 delineation investigated the entire Seavey Meadows property and found 20.05 acres on the site to be jurisdictional wetlands. For the sake of space and time during the 1998 delineation, plots were not placed in areas where the wetland/upland boundary was "obvious" (W.E.T., Inc 1998) or in areas where many minor fills within the wetlands did not convert the areas to uplands. The study found wetland boundaries to be distinct, and the functions and values of the wetlands on the site as poor to good. The delineation concluded that most of the site qualifies as a Jurisdictional wetland.

For the purposes of the current project, we considered closely the data taken in the current 5 acre area of impact. Throughout the 30 delineated acres, 25 plots were placed. In the area we investigated, 5 plots were placed (plots 16-20), 2 in uplands and 3 in wetland areas. At the time of the 1998 survey, no saturation was present in the soil and the line between uplands and wetlands appears to have been drawn heavily on the presence or absence of live oxidized root channels and on the vegetation, as all plots had very hydric soils with low chroma colors and mottling within 10".

4.0 Field Inspection

As per the request of the WNHS and the City of Corvallis TECI reviewed the 1998 delineation for Jurisdictional Determination re-issuance purposes, the area of investigation was limited to the eastern section of the area of impact along the two main housing footprint areas and extending north along the northeastern property corner to the road (see Figure 1: Area of Investigation). A site visit was conducted by Katie Arhangelsky and Jeff Reams on March 6, 2007 to determine wetland status along the new proposed property line, and again on March 21, 2007 to re-delineate the wetland boundaries. The wetland delineation and determination were conducted using ACOE routine methodology from the ACOE Wetland Delineation Manual (1987).

During our initial determination on March 6th it appeared that some areas within the area of impact originally mapped as uplands contained saturation within 12" of the soil. Our field visit in mid March comes right at an early part of the growing season, and different observations of saturation were observed. We had saturation throughout the area with the exception of the fill containing areas adjacent to the house footprints. In the direct vicinity of the 1998 delineation's Plot 19, which was called upland in the previous delineation, we had saturation at 8" and open water at 10" (our Plot 2). The 1998 report noted the hydric soils at Plot 19, but was not considered to be wet presumably due to the lack of oxidized root channels and the different species composition of grasses. A return visit 15 days later on March 21st revealed the continued presence of hydrology in this area, and the area of impact was re-delineated based on our observations. Unlike the

previous delineation, we chose not to rely heavily on the vegetation parameter in these areas since the area is relatively disturbed compared to the other areas of Seavey Meadows. The placement of a few inches of fill has allowed some weeds and grasses to establish that are not characteristic of wetlands. Since the fill likely contained additional seed sources and the constant mowing and maintaining of the area contributes to the disturbance, we chose to treat these fill areas as disturbed and not give the vegetation parameter equal weight as it receives in the other areas of the site. The extremely hydric soils and saturation levels of these areas, as well as the similarity to control plots across Conser Road to the north further contributed to our decision to call this area wetland.

Additionally, because we were looking only at approximately 5 acres in our field visit instead of the entire site, we were able to allow more time to place test plots and provide an additional level of effort to fine tuning the delineation. During our field investigation, we examined numerous soil profiles throughout the area of impact, and selected 5 to demonstrate the changes found in our delineation. Data is included in Appendix B.

5.0 Results of Findings

Timing our field inspection during the early part of the growing season and viewing the vegetation parameter in the fill areas with less significance resulted in a few minor changes to the delineated boundary within the area of impact. In the northeast corner of the impact site, the originally mapped 5736 square foot wetland was found to be connected hydrologically to the two southern wetlands that lie in the footprints of the abandoned housing development. Some of our data was found to be consistent with the previous delineation; most of the areas around the housing footprints remain the same and we identified similar upland areas between the housing footprints.

It does not appear that the site experienced any hydrologic changes during the intervening years that increased the size of the wetland in the northeast corner. In fact, based on conversations with Michael McCabe of the Oregon Department of State Lands, the isolation of the Seavey Meadows wetland areas by transportation corridors could have made the site drier over the years. Rather, it is likely that the timing of the original delineation during one of the driest times of the year along with the reliance on secondary indicators of hydrology missed some small areas of wetlands during that time. A more in depth study focused on one small area during the optimum time of the growing season made some small adjustments to the wetland boundary.

The western part of the area of investigation (the site of 1998 plots 4, 5, and 6) was investigated and matches the conclusions of the original wetland delineation.

6.0 Conclusions

The 1998 delineation and subsequent concurrence by the Department of State Lands remains accurate for the areas of fewer disturbances throughout the site. In these portions of the delineation lines were drawn based on the lack of hydric soils as well as saturation (Plots 21, 22: W.E.T. 1998 delineation). However, in the areas to the east in the area of impact, wetland boundaries were found to differ slightly due to the presence

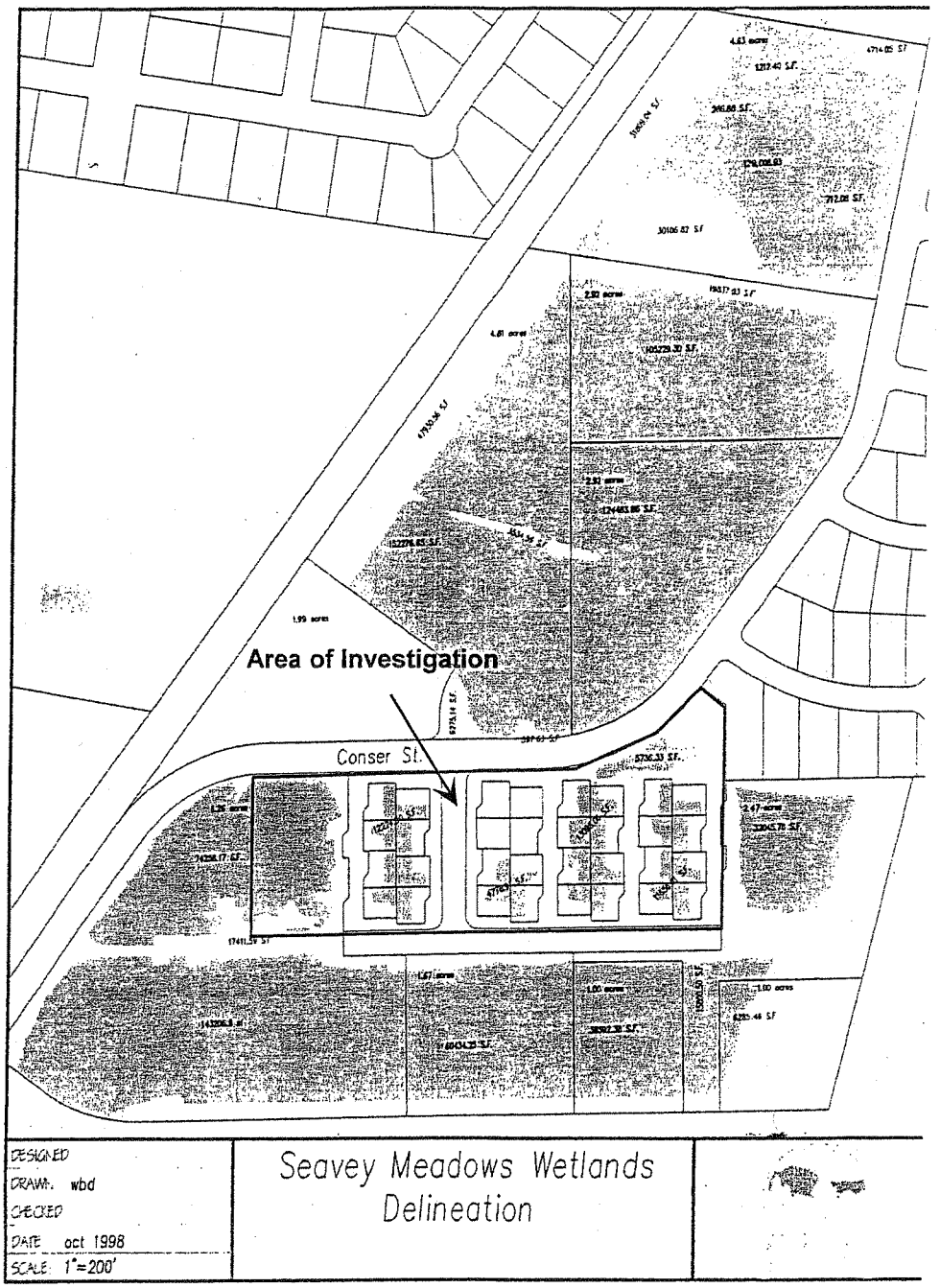
of primary hydrology indicators during our field investigation. The delineation within the housing footprint area will need to be amended to include the additional areas to the northeast that were found to be saturated during the more recent March 2007 field visit that were previously thought to not have any hydrology indicators (see Figure 2- March 21, 2007 Re-delineation). The 1998 delineation of the area of investigation should be replaced with Figure 2.

As a result of the re-delineation of the wetland boundaries, Willamette Neighborhood Housing Services redesigned the project and further reduced impact on the wetlands. Originally 1.67 acres of wetland was slated for impact. Under the current approved project, the applicant plans to impact 1.65 acres of wetland.

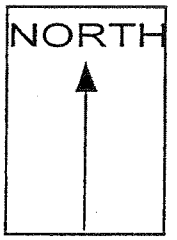
Appendix A: Figures

TURNSTONE
P.O. Box 851
Philomath, Oregon 97370
Tel 541.929.7542

SEAVEY MEADOWS WETLAND DELINEATION
Area of Investigation for
2007 Re-inspection



Base map from W.E.T., Inc's 1998 report: Seavey Meadows Wetland Delineation Project



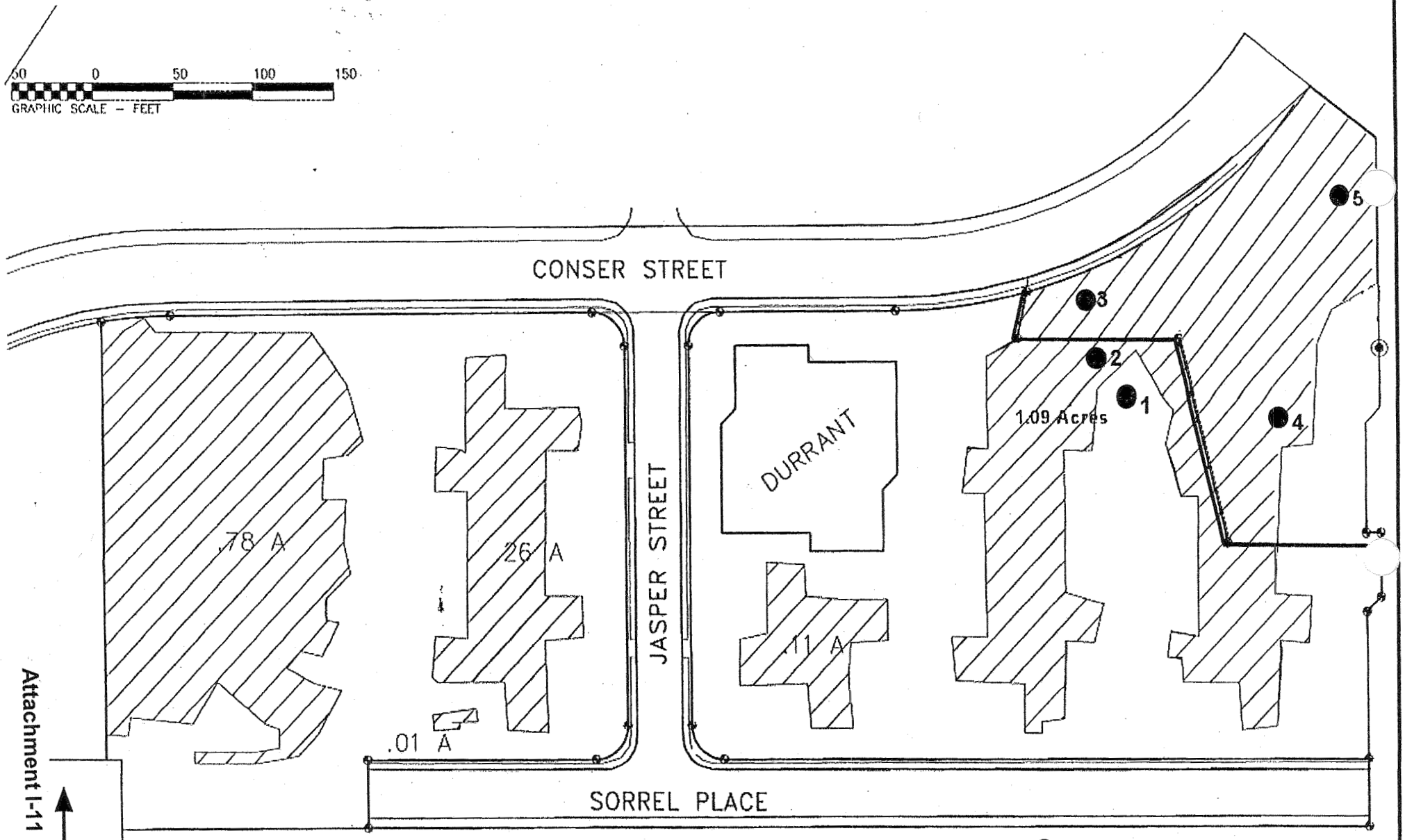
Date: 11/14/07
Drawn by: KAA

Project: Seavey Meadows	Tax Map: 11S 5W 24SW1/4	FIGURE 1

TURNSTONE
P.O. Box 816
Philomath, Oregon 97370
Tel 541.929.7542

SEAVEY MEADOWS WETLAND DELINEATION
Corvallis, Benton County, Oregon
Updated 3/21/2007

FIGURE 2: Updated Delineation Map



Base map provided by Northstar Surveying, LLC

Total wetland area in Area of Investigation: 2.23 acres

Wetland boundary

Test plot location

Impact Area boundary

Appendix B: Data

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P1
Plot location: just south of Conser Rd
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Vegetation has been sprayed and tilled in past, consists primarily of agricultural weeds.

VEGETATION

Tree Stratum

	Status/ Raw % Cover/ Rel % Cover
1.	
2.	
3.	

Sapling/Shrub Stratum
Total Plot Cover: ___% 50%: ___% 20%: ___%

	Status/ Raw % Cover/ Rel % Cover
1.	
2.	
3.	
4.	
5.	

Herb Stratum

	Status/ Raw % Cover/ Rel % Cover			
1.	Holcus lanatus	FAC	20	
2.	Festuca arundinacea	FAC-	30	20
3.	Rumex acetosella	FACU+	10	20
4.	Leontondon autumnalis	FAC	10	
5.	Daucus carota	NOL	5	
6.				
7.				
8.				
9.				
10.				
11.				
12.				

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-151

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4"	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/2	7.5 YR 4/6	5%, fine	silt loam/clay
10-16"	10 YR 4/1	7.5 YR 5/6	15%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: none Depth to free water: none

Primary Hydrology Indicators:

- ☐ Inundated
- ☐ Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES ☐ NO X Comments:

DETERMINATION

WETLAND? YES ☐ NO X Comments:

Attachment I-14

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P2
Plot location: just south of Conser Rd
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Vegetation has been sprayed and tilled in past, consists primarily of agricultural weeds.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1. Holcus lanatus	FAC	30	
2. Festuca arundinacea	FAC-	20	20
3. Vicia spp.	NOL	10	20
4. Deschampsia caespitosa	FACW	10	

5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 66%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-153

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4"	10 YR 4/2	7.5 YR 4/6	5%, fine	silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	5%, fine	silt loam/clay
10-16"	10 YR 5/1	7.5 YR 4/4	15%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 4" Depth to free water: 8"

Primary Hydrology Indicators:

- ☐ Inundated
- ☐ Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ Comments:

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P3
Plot location: just south of Conser Rd, on top of berm
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1.	Holcus lanatus	FAC	40	
2.	Festuca arundinacea	FAC-	30	20
3.	Poa spp.	NOL	10	20
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 66%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-155

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-6" FILL	10 YR 3/2			gravelly silt loam
6-10"	10 YR 4/2	7.5 YR 4/4	20%, fine	silt loam/clay
10-16"	10 YR 4/1	7.5 YR 4/4	25%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 10" Depth to free water: 14"

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This plot is located in the highest elevation area of the investigated site. The soil is saturated despite fill. When pit was left open, accumulated open water at 11" after 20 minutes. Veg not characteristic of a wetland, but BPJ says due to mowing and fill placement this parameter is only marginally useful.

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P4
Plot location: just south of Conser Rd, on top of berm
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1. Deschampsia caespitosa FACW 15
2. Rumex acetosella FACU+ 30
3. Holcus lanatus FAC 25
4. Grindelia integrifolia FACW 5
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-157

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4" FILL	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	10%, fine	silt loam
10-16"	10 YR 5/1	7.5 YR 4/6	20%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 3" Depth to free water: 8"

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This area was previously delineated as upland by the 1998 delineation.

Attachment III-130

DEPARTMENT OF STATE LANDS WETLAND DETERMINATION DATA FORM—Full Method

County: Benton City: Corvallis Date: 3/21/07 File # _____
Project/Contact: Seavey Meadows Site Det. by: KAA, JTR
Plant Community: disturbed Plot # P5
Plot location: east of project by fence along adjacent property
Recent Weather:
Do normal environ. conditions exist? Y X N ☐ If No, explain: _____
Has Vegetation X Soil ☐ Hydrology ☐ been significantly disturbed?

Explain: Area has had fill dirt placed on it in the past.

VEGETATION

Tree Stratum

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____

Sapling/Shrub Stratum

Total Plot Cover: ___% 50%: ___% 20%: ___%

Status/ Raw % Cover/ Rel % Cover

1. _____
2. _____
3. _____
4. _____
5. _____

Herb Stratum

Status/ Raw % Cover/ Rel % Cover

1. Festuca arundinacea FAC- 30
2. Taraxacum officinale FACU 30
3. Holcus lanatus FAC 10
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____

Percent of Dominant Species that are OBL, FACW, FAC (not FAC-): 50%
Other Hydrophytic Vegetation Indicators: _____
Criteria Met? YES X NO ☐ Comments: Vegetation valid only marginally due to disturbance levels.

Attachment III-159

Plot # P5

SOILS

Map Unit Name: Dayton silt loam Drainage Class:

On Hydric Soils List? Y X N ☐ Has hydric inclusions? Y ☐ N ☐

Depth Range of Horizon	Matrix Color	Redox Concentrations*	Redox Depletions*	Texture
		* abund./size/contrast/color/location		(matrix or pores/peds)
0-4" FILL	10 YR 3/2			gravelly silt loam
4-10"	10 YR 4/1	7.5 YR 4/4	10%, fine	silt loam
10-16"	10 YR 4/1	7.5 YR 4/6	20%, fine	silt loam/clay

Hydric Soil Indicators:

- ☐ Histosol
- ☐ Histic Epipedon
- ☐ Sulfidic Odor
- ☐ Reducing Conditions (tests positive)
- X Gleyed or low chroma colors
- X Redox features within 10"(e.g., concentrations)
- ☐ Concretions/Nodules (w/in 3"; > 2mm)
- ☐ High organic content in surface (in Sandy Soils)
- ☐ Organic streaking (in Sandy Soils)
- ☐ Organic pan (in Sandy Soils)
- X Listed on Hydric Soils List (and soil profile matches)
- ☐ Meets hydric soil criteria 3 or 4 (ponded or flooded for long duration)
- ☐ Supplemental indicator (e.g., NRCS field indicator): _____

Criteria Met? YES X NO ☐ Comments: _____

HYDROLOGY

Recorded Data

☐ Recorded Data Available ☐ Aerial Photos ☐ Stream gauge ☐ Other ☐ No Recorded Data Available

Field Data

Depth of inundation: none Depth to Saturation: 9" Depth to free water: __

Primary Hydrology Indicators:

- ☐ Inundated
- X Saturated in upper 12 inches
- ☐ Water Marks
- ☐ Drift Lines
- ☐ Sediment Deposits
- ☐ Drainage Patterns

Secondary Hydrology Indicators (2 or more required):

- ☐ Oxidized Root Channels (upper 12")
- ☐ Water-stained Leaves
- ☐ Local Soil Survey Data
- ☐ FAC-Neutral Test
- ☐ Other: _____

Criteria Met? YES X NO ☐ Comments:

DETERMINATION

WETLAND? YES X NO ☐ **Comments:** This area was previously delineated as upland by the 1998 delineation.

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Approved as corrected 09-30-04

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
Natural Features Project - Legislative Amendments
September 16, 2004

Present
Bill York, *Chair*
Ed Barlow-Pieterick
Tracy Daugherty
Tony Howell
Patricia Weber

Staff
Kelly Schlesener, Planning Manager
Kathleen Gager, Associate Planner
Kevin Loso, GIS Technician
Claire Pate, Recorder

Excused
Karyn Bird
Jane B. Barth
David Graetz, *Vice Chair*
Vicki McRoberts, Council Liaison

SUMMARY OF DISCUSSION

	Agenda Item
I.	Welcome, Introductions, and Agenda Review
II.	Discussion and Deliberation of the Comprehensive Plan Map and Text Amendments within the City Limits A. Questions Raised Related to the Comprehensive Plan Map B. Division of State Lands Requested Changes to Wetlands Designations within the City Limits
III.	Discussion and Deliberations on the Code Amendments Not Associated with Chapters 4.5, 4.13, 4.11, and 4.12 A. Existing Chapters Changed to Place New Natural Hazards and Natural Resources Regulations in Both Application Materials Sections and Review Criteria Sections B. Existing Chapters Changed Minimally to Place References to the New Natural Hazards and Natural Resources Regulations C. Chapters Changed and Creation of a New Chapter to Address State Laws and LCDC Periodic Review Decisions Regarding Needed Housing D. Elimination of Chapters 2.15 Hillside Development and Density Transfer, and 3.18 Regional Shopping Center E. New Chapters and Medium Revisions
IV.	Next Steps
V.	Adjournment

Attachment III-161

CONTENT OF DISCUSSION

The Corvallis Planning Commission meeting of the Natural Features Project Legislative Amendments was called to order by the Chair at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. Welcome, Introductions, and Agenda Review

Chair York said that this is a continuation of the public hearing process for the Legislative Amendments Related to the Natural Features Project (CPA04-00003, LDT04-00001, ZDC04-00007). The deliberations involve amendments to the Comprehensive Plan Text and Comprehensive Plan Map.

II. Discussion and Deliberation of the Comprehensive Plan Map and Text Amendments for Areas within the City Limits

A. Questions Raised Related to the Comprehensive Plan Map:

1. Seavy Meadows:

The Seavy Meadows project went through a public process several years ago. Ms. Schlesener showed a transparency with the two wetlands areas. The area south of Conser Drive, shown in a box, contains approximately five acres with a 1.6 acre site of wetlands, which is the project site. The entire wetlands site is approximately 30 acres, and applying the Minimum Assured Development Area (MADA) would leave approximately 15 acres that could be developed. The five-acre site intended for development is only one third of that area. A fill permit has been approved for 1.67 acres of the land within that 5-acre area for an affordable housing project for the City. Director Gibb has agreed to put a conservation easement on the balance of the undeveloped land after the development is completed. He feels that it would be premature at this point to declare this site locally protected, as it might create issues with the previously approved plan for development.

Commissioner Howell said there are two possible directions: to not designate the south portion which was inventoried as a separate wetland; or designate it but know that the City has a plan to use less than one third of the available MADA, but would register the value of the rest of it. His calculations are that about 7 acres would be developable if MADA applied to the south part. **This item will be tabled until the next meeting,** so that Director Gibb can address Commissioner Howell's concerns.

2. 4865 & 4905 Philomath Blvd., Katherine Phillips property:

Katherine Phillips has requested that the small portion of a larger tree grove that is on her property be removed. Though the portion of the tree grove on her property does not have a dominance of native trees, the overall tree grove does. This grove was selected for high protection because it is one of the only tree groves remaining in this area. Ms. Phillips would not need the MADA to develop, as she has more than a sufficient percentage of land available, even if the tree grove portion is protected. The owner of the property to the east has not been heard from, but Ms. Phillips was inquiring about that property in case she wanted to purchase it. Commissioner Weber referred to Ms. Phillips' statement that she would like to harvest her fruit and collect firewood. Staff

Community Development
Planning Division
501 SW Madison Avenue
Corvallis, OR 97333

Approved 10-06-04

CITY OF CORVALLIS
PLANNING COMMISSION MINUTES
Natural Features Project - Legislative Amendments
September 23, 2004

Present
Bill York, *Chair*
Ed Barlow-Pieterick
Jane B. Barth
Tracy Daugherty
Tony Howell
Patricia Weber

Staff
Ken Gibb, Community Development Director
Fred Towne, Senior Planner
Kathleen Gager, Associate Planner
Kevin Young, Associate Planner
Claire Pate, Recorder

Excused
Karyn Bird
David Graetz, *Vice Chair*
Vicki McRoberts, Council Liaison

SUMMARY OF DISCUSSION

	Agenda Item
I.	Welcome, Introductions, and Agenda Review
II.	Riparian, Wetlands, Hazards, and Hillside Provisions A. Chapter 4.5 Natural Hazards and Hillsides B. Chapter 1.6 Definitions Relating to Chapter 4.5 in Commissioner Howell's 9/23/04 Memorandum C. Chapter 4.13 D. Map Amendments and Carryover Items
III.	Next Steps
IV.	Adjournment

CONTENT OF DISCUSSION

The Corvallis Planning Commission meeting of the Natural Features Project Legislative Amendments was called to order by the Chair at 7:00 p.m. in the Downtown Fire Station Meeting Room, 400 NW Harrison Boulevard.

I. Welcome, Introductions, and Agenda Review

Chair York said that this is a continuation of the public hearing process for the legislative amendments related to the Natural Features Project of the Land Development Code Update Phase III (CPA04-00003, LDT04-00001, ZDC04-00007). The deliberations involve amendments to the Comprehensive Plan Text and Comprehensive Plan Map.

b. Willamette Park discussion will be deferred until later.

c. Are the Wetlands S-WIL-W-7 and S-GOO-W6 on the composite Natural Features Map? Staff's response is that they are on the Riparian and Wetlands Map.

d. Seavy Meadows discussion will be deferred until later.

e. Dating of individual maps. Staff will not be going back to renumber and date the earlier drafts of maps, but the maps that area adopted by City Council will be dated. This adoption will be for an Inventory as well, and will be dated. It was noted that if another effort of this sort were to occur, part of a future contract document could be the requirement to date all maps and data sheets.

6. Other comments

a. Section 4.13.40.01.b.l (Page E-116) Commissioner Weber suggested that the phrase "Non-Locally Protected wetlands" be substituted with "Proximate wetlands."

b. Section 4.13.40.01.b.2 (Page E-117) Commissioner Weber suggested that the phrase "or non-Proximate" be inserted between the words "Protected" and "wetlands" in the first sentence.

Staff and Commissioners concur with these changes.

MOTION: Commissioner Daugherty moved approval of Chapter 4.13, with changes as noted above. Commissioner Barth seconded the motion which passed unanimously.

D. Map Amendments - Carry Over Items

1. Willamette Park - Staff used overheads to show the map and to show Parks and Recreation's recommendation. They are in agreement with it having a high level of protection, and staff proposes to classify it as an Open Space and Drainage area, rather than a portion of the Riparian Corridor. It would be assigned High Protection Riparian Corridor standards.

Commissioner Howell asked if there was language in the open space areas of the text defining high-protection? Staff said that this would be designated as part of the mapping. Staff will make more it visually apparent.

2. Seavy Meadows - Director Gibb used overheads to show Seavy Meadows. The entire wetlands site is approximately 30 acres. He stated that the inventory shows everything north of Conser Drive as being locally significant wetlands. The area south of Conser is also shown as locally significant on the inventory. A fill permit has been approved for 1.67 acres of the land within that 5 acre area for an affordable housing project for the City. He feels it would be premature at this point to declare this site locally protected, as it might create issues with the previously approved plan for development. Staff's recommendation is to take the area north of Conser and have local protection on it. In light of the extensive process the City went through seven years ago to do a balancing of interests on this property - balancing wetland protection with City investment, infrastructure that is outstanding, and housing opportunities - the area south of Conser (Seavy Meadows area) would not be designated as locally protected and would have a five-acre site set aside for development. This 5-acre site is less than the 7.12 acres that would be allowed to be developed with application of MADA. Director Gibb agrees to put a conservation easement on the balance of the undeveloped land after the development is completed.

Commission concurs with this approach.

3. RTC - Article 40 and Chapter 3.26

Ms. Gager handed out a nine-page document on grey paper outlining proposed changes to the RTC provisions, in accordance with direction from the Commission at the previous meeting. These changes, in effect, take the RTC off as a Comprehensive Plan designation, make it an underlying zone, establish where the zone would be able to be applied in the industrial areas, and establish the standards.

Staff is recommending that it be an underlying district. The district itself would not be an overlay and would not have an expiration time on it. But because of how the RTC district is structured, where it is a 50-acre minimum and the idea was that there would be an overall plan submitted, staff is also recommending that there be a Planned Development overlay requirement and a Planned Development Conceptual Plan required at the time the district is put on a property. The Conceptual Plan could expire in three years, but the district would not go away. Before someone could build in the district, they would have to have approval of another Conceptual Plan, if the first had expired.

Chair York asked about extensions to the time limit, and Ms. Gager pointed out that one-year extensions were granted by language in Section 3.26.20.02.b.

Commissioners concur with this concept and minor language changes to clarify the one-year time extensions.

MOTION: Commissioner Barlow-Pieterick moved to accept all three map and text changes as proposed by staff above. Commissioner Weber seconded the motion and it passed unanimously.

III. Next Steps

Staff stated that the balance of the Chapters will be reviewed at the next meeting on September 30, 2004. Chair York suggested that cross-references to the memoranda in advance would be helpful to have. At the next meeting, Commissioners should be prepared to arrive 15 minutes early and write up on the white board their items from the public comment that they wish to discuss. Anything not up on the white board will then not be discussed, and no changes will be made in the draft text related to the omitted items.

IV. Adjournment

The meeting was adjourned at 10:45pm.

MEMORANDUM

TO: Dan Carlson, Development Services
Mike Fegles, Development Services
Ken Gibb, Community Development
Fred Towne, Planning
Kevin Young, Planning
Jim Mitchell, Public Works
Gene Braun, Public Works
Keith Turner, Public Works
Som Sartnurak, Public Works

FROM: Development Services

DATE: June 20, 2007

SUBJECT: Update to Off-Street Parking and Access Standards; addition of Tandem Parking Standard

BACKGROUND

The Community Development Department has seen a substantial increase in the number of proposed and permitted developments that are incorporating tandem parking into their designs. Many of these developments are proposing the use of tandem parking within enclosed ground-level garages, and/or tandem parking more than 2-cars deep, which most City staff perceives as a nonfunctional design that will inevitably increase the demand of adjacent on-street parking. Staff is aware of past instances where tandem parking was permitted through outright and planned development. Thus, staff felt there was a need for a clear and consistent standard to address the specific circumstances and requirements that would permit tandem parking in the City's Off-Street Parking and Access Standards.

DISCUSSION

The following language has been added to the City's Off-Street Parking and Access Standards as paragraph I.B. This addition resulted in the re-numbering of the subsequent paragraphs in Section I. The language includes the proposed definition, permitted development type, and dimensions of a Tandem Parking Stall:

I.B. Tandem Parking – Tandem parking is the parking of two vehicles, one in front of or behind the other, which requires one of the vehicles to be moved in order for the other vehicle to enter or exit. Two cars parked in such an arrangements shall be referred to as a tandem parking stall. Tandem parking is sometimes referred to as stacked parking. Tandem parking is not parallel parking. Tandem Parking is permitted only for the

following Residential Building Types, as defined in Chapter 1.6 of the Land Development Code: Single Detached, Single Detached (Zero Lot Line), Duplex, Single Attached (Zero Lot Line), Attached (no more than three dwelling units), and Manufactured Homes. There shall only be two cars parked in tandem per dwelling unit. A tandem parking stall must serve only a single dwelling unit. The minimum size of a tandem parking stall is 9 feet wide by 39 feet deep.

Attachments

Staff - Identified Applicable Decision Criteria
Seavey Meadows (PLD08-00001, SUB08-00001)

Applicant Land Development Code Requirements:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.0.50.16:

When more than one application has been filed at one time for a specific property or development, the review of those applications shall be coordinated as follows:

a. If any of those applications would ordinarily be heard by the Planning Commission, all of the applications shall be heard by the Planning Commission at the same meeting, except as outlined in "b," below. For example, applications for Zone Changes are ordinarily heard by the Land Development Hearings Board. When a Zone Change is sought simultaneously with a Conditional Development; however, the two applications shall be considered together by the Planning Commission and no action by the Land Development Hearings Board shall be required.

B. Applications ordinarily heard by the Historic Resources Commission shall not be filed together (combined) with another application(s) requiring a public hearing that is ordinarily heard by some other hearing authority. Historic Preservation Permit applications and Historic Preservation Overlay-related Zone Change applications that are ordinarily decided by the Director, or the Director's designee, shall be filed together (combined) with applications ordinarily heard by the Historic Resources Commission. In these cases, the combination of historic applications shall be reviewed by the Historic Resources Commission and no prior action by the Director shall be required.

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted

Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application shall demonstrate adherence to them:

1. Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;

2. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards;

3. Land uses shall be those that are outright permitted by the existing underlying zoning designation.

4. Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. Promote flexibility in design and permit diversification in location of structures;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve, to the greatest extent possible, existing Significant Natural Features and

landscape features and amenities, and use such features in a harmonious fashion;

d. Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;

e. Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;

f. Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

g. Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and

h. Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.

Section 2.5.40.04 - Review Criteria

2.5.40.04 - Review Criteria
Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a", below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b", below.

a. Compatibility Factors -

1. Compensating benefits for the variations being requested

2. Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);

3. Visual elements (scale, structural design and form, materials, etc.);

4. Noise attenuation;

5. Odors and emissions;

6. Lighting;

7. Signage;

8. Landscaping for buffering and screening;

9. Transportation facilities;

10. Traffic and off-site parking impacts;

11. Utility infrastructure;

12. Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion);

13. Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards; and

14. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.

b. Natural Resources and Natural Hazards Factors -

1. Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall provide protections equal to or better than the specific standard requested for variation, and

2. Any proposed variation from a standard within Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, or Chapter 4.13 - Riparian Corridor and Wetland Provisions shall involve an alternative located on the same development site where the specific standard applies.

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

		Standard
a.	Minimum Density	12 units per acre. Applies to the creation of Land Divisions.
b.	Maximum Density	20 units per acre. Applies to the creation of Land Divisions.
c.	Minimum Lot Area	2,200 sq. ft. per dwelling unit
d.	Minimum Lot Width	25 ft.

	Standard
e. Setbacks	
1. Front yard	10 ft. minimum; 25 ft. maximum Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.
2. Rear yard and Side yards Interior attached townhouses exempt from interior side yard setbacks.)	5 ft. minimum and each lot must have a minimum 15-ft. usable yard either on the side or rear of each dwelling. Additionally, the setbacks listed below apply for side yards not being used as the usable yard described above.
a) Single Detached	5 ft. minimum each side yard
b) Single Attached and Zero Lot Line Detached	0 ft. one side; 8 ft. minimum on opposite side[1]
c) Duplex and Multi-Dwelling	10 ft. minimum each side
d) Abutting a more restrictive zone	10 ft. minimum
3. Corner Lot See also "k," and "l," below.	10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.
f. Minimum Garage/Carport Setbacks	
1. Garage/carport entrance facing/parallel to the street	19 ft. minimum
2. Garage/carport entrance sideways/perpendicular to street See also "k," and "l," below.	10 ft. minimum Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development. Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

		Standard
g.	Minimum Setbacks and Buffering from Actively Farmed Open Space-Agricultural (OS-AG) Land See also "k," and "l," below.	When residential development is proposed abutting Actively Farmed OS-AG Land, a minimum 50 ft.-wide continuous plant or plant/berm buffer is required. It is the applicant's responsibility to provide this buffer. The minimum setback for lands adjacent to Actively Farmed OS-AG Land is 100 ft. Any intervening right-of-way may be included in the 100-ft. setback measurement. Structures that existed on December 31, 2006, and that would fall within the 100-ft setback from Actively Farmed OS-AG Land shall not be considered as non-conforming structures and no additional buffering is required to maintain the existing development.
h.	Maximum Structure Height	35 ft., not to exceed a solar envelope approved under Chapter 2.18 - Solar Access Permits or Chapter 4.6 - Solar Access
i.	Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.
j.	Off-street Parking	See Chapter 4.1 - Parking, Loading, and Access Requirements
k.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Residential Structures	Shall not be placed within any required setback area. When located outside a setback area, but within five to 10 ft. of a property line, such equipment shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment. When located outside a setback area, but greater than 10 ft. from a property line, such equipment requires no screening.
l.	Outdoor Components Associated with Heat Pumps and Similar Equipment for Nonresidential Structures	Shall be in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
m.	Minimum Assured Development Area (MADA)	See Chapter 4.11 - Minimum Assured Development Area (MADA).

		Standard
n.	Natural Hazards and Hillsides	See Chapter 4.5 - Natural Hazard and Hillside Development Provisions.
o.	Significant Vegetation	See Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting and Chapter 4.12 - Significant Vegetation Protection Provisions.
p.	Riparian Corridors & Locally Protected Wetlands	See Chapter 4.13 - Riparian Corridor and Wetland Provisions.
q.	Landscaping	See Section 3.6.50, below, and Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.
r.	Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

b. Buildings with windowed walls facing buildings with blank walls shall be separated by 15 ft. However, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

c. Buildings with opposing blank walls shall be separated by 10 ft. As stated in "b," above, no blank walls are allowed to face streets, sidewalks, or multi-use paths. See Chapter 4.10 - Pedestrian Oriented Design Standards.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at least five ft.

Section 3.6.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.6.50.01 - Green Area

a. A minimum of 30 percent of the gross lot area and a minimum of 20 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 70 percent maximum lot/site coverage standard of Section 3.6.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.

b. Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.

c. The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.

3.6.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multi-use paths;

d. Enhancing recreational opportunities near neighborhood commercial

activity centers; and

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

3.6.50.02 - Private Outdoor Space Per Dwelling Unit

a. Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.6.50.04.

b. Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.

c. Private Outdoor Space shall be directly accessible by door from the interior of the individual dwelling unit served by the space.

d. Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.

e. Private Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01, if it is located on the ground. Upper-story balconies cannot be counted.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:

1. Studio, one- and two-bedroom units: 200 sq. ft. per unit

2. Three or more bedroom units: 300 sq. ft. per unit

b. The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.

c. A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.

d. The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.

e. A children's tot lot shall be provided for each 20 units. The minimum

dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.

f. Where more than one tot lot is required, the developer may provide individual tot lots or may combine them into larger playground areas.

g. Housing complexes that include 20 or more dwelling units designed for older persons do not require tot lots. However, Common Outdoor Space shall be provided as specified in "a" through "d" above.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

Section 3.6.90 - COMPLIANCE WITH CHAPTER 4.10 - PEDESTRIAN ORIENTED DESIGN STANDARDS

The requirements in Chapter 4.10 - Pedestrian Oriented Design Standards shall apply to the following types of development in the RS-12 Zone:

a. All new buildings or structures for which a valid permit application has been submitted after December 31, 2006;

b. Developments subject to Conditional Development and/or Planned Development approval, as required by a Condition(s) of Approval(s); and

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.

d. To provide for orderly development of an effective pedestrian network, pedestrian

facilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).

f. Prior to development, applicants shall perform a site inspection and identify any Contractor Sidewalk/street Stamps in existing sidewalks that will be impacted by the development. If such a Contractor Sidewalk/street Stamp exists, it shall either be left in its current state as part of the existing sidewalk, or incorporated into the new sidewalk for the development site, as close as possible to the original location and orientation.

Section 4.0.40 - BICYCLE REQUIREMENTS

b. Safe and Convenient Bicycle Facilities - Safe and convenient bicycle facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means bicycle facilities that are free from hazards and provide a direct route of travel between destinations.

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established proced ures.

The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," improved to City standards in accordance with the following:

1. Where a development site abuts an existing public street not improved to City tandards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City

standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

j. Alley standards shall be as follows -

2. Additional Standards for Alleys Serving Residential Use Types -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

k. Location, grades, alignments, and widths for all public and private streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected. The following standards shall apply:

8. Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 - Street Functional Classification System.

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. Residential Standards -

a) Complete Blocks - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) Maximum Block Perimeter - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) Variations Allowed Outright - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

q. Development shall include underground electric services, light standards, wiring and lamps for streetlights according to the specifications and standards of the City Engineer. The developer shall be responsible for installation of underground conduit for street lighting along all public streets improved in conjunction with such development in accordance with the following:

1. The developer shall coordinate with the City Engineer to determine the location of future street light poles.

2. The streetlight plan shall be designed to provide illumination meeting standards set by the City Engineer.

3. The standard street light installation is a wood pole.

The developer shall install such facilities and make the necessary arrangements with the serving electric utility for the City-owned and operated street lighting system to be served at the lowest applicable rate available to the City. Upon City's acceptance of such development improvements, the street lighting system, exclusive of utility-owned service lines, shall be and become the property of the City.

Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.
b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.
c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.
d. To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).
e. All required public utility installations shall conform to the City's adopted facilities master plans.
f. Private on-site sanitary sewer and storm drainage facilities may be allowed, provided all the following conditions exist:
   1. Extension of a public facility through the site is not necessary for the future orderly development of adjacent properties;
   2. The development site remains in one ownership and Land Division does not
      occur, with the exception of Land Divisions that may occur under the provisions of Section 4.0.60.d, above; and
   3. The facilities are designed and constructed in accordance with the Uniform Plumbing Code and other applicable codes, and permits are obtained from

the Development Assistance Center prior to commencement of work.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

f. Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS

Minimum parking requirements for Use Types in all areas of the City, with the exception of the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections 4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB) Zone are described in Section 4.1.30.g.

a. Residential Uses Per Building Type -

1. Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -

a) Vehicles - Two spaces per dwelling unit.

b) Bicycles - None required.

2. Duplex, Attached, and Multi-dwelling -

a) Vehicles -

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	2.5 spaces per unit.

b) Bicycles -

1)	Studio or Efficiency Unit	-	One space per unit.
2)	One-bedroom Unit	-	One space per unit.
3)	Two-bedroom Unit	-	1.5 spaces per unit.
4)	Three-bedroom Unit	-	Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. Community Recreation Buildings - One space per 200 sq. ft. of gross floor area.

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

2. Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

d. Protection of Significant Tree and Significant Shrub Specimens Outside of Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. Significant Tree and Significant Shrub specimens outside of the areas inventoried as part of the Natural Features Inventory should be preserved to the greatest extent practicable and integrated into the design of a development. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory. See also the definitions for Significant Shrub and Significant Tree in Chapter 1.6 - Definitions.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

1. Street Trees -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local Streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

2. Along alleys, trees shall be planted on the sides of the alleys at a minimum of one tree per lot; and the trees shall be located within 10 ft. of the alley;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees;

4. Conditions of Approval for individual development projects may require additional tree plantings to mitigate removal of other trees, or as part of landscape buffering or screening efforts;

5. The distance between required trees shall be determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees; and

6. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Maximum 30 ft. on-center spacing

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Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Maximum 50 ft. on-center spacing

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	-	Minimum one tree per eight cars
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	-	Minimum one tree per 12 cars

b. Areas Where Trees May Not be Planted -

1. Trees may not be planted within five ft. of permanent hard surface paving or
walkways, unless special planting techniques and specifications are used and particular species of trees are planted, as outlined in Section 4.2.40.c or approved by the Director. These limitations apply most frequently in areas such as landscape parkways, pedestrian walkways, and plaza areas, where there may be tree grates.
2. Unless approved otherwise by the City Engineer, trees may not be planted:
   a) Within 10 ft. of fire hydrants and utility poles;
   b) Within 20 ft. of street light standards;
   c) Within five ft. from an existing curb face, except where required for street trees;
   d) Within 10 ft. of a public sanitary sewer, storm drainage, or water line;
   or
   e) Where the Director determines the trees may be a hazard to the public interest or general welfare.

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

a. Buffering is required for parking areas containing four or more spaces,

loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft.-wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

b. In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall -

1. Include one or more shade canopy trees;

2. Be a minimum length of eight ft. at its smallest dimension;

3. Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and

4. Include raised concrete curbs around the perimeter.

c. Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall be planted in landscape areas within five ft. of the walkways and driveways, respectively.

Section 4.2.50 - SCREENING (HEDGES, FENCES, WALLS, AND BERMS)

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within Vision Clearance Areas, as determined by the City Engineer.

a. Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:

1. Where required by the Planning Commission to meet screening

requirements;

2. Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or

3. Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.

b. Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.

c. Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building Permit approval prior to construction.

d. Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.

e. Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.

4.2.50.02 - Service Facilities and Outdoor Storage Areas

Trash dumpsters, gas meters, ground-level air conditioning units and other mechanical equipment, other service facilities, and outdoor storage areas shall be appropriately screened with a fence, wall, or plantings, consistent with the landscape screening provisions in this Section. When located adjacent to a residential zone, outdoor components associated with heat pumps, ground-level air conditioning units and similar kinds of equipment that create noise shall not be placed within any required setback area. Additionally, if such equipment is located adjacent to a residential zone and between five - 10 ft. of a property line, it shall be screened with a solid fence or wall at least one ft. higher than the equipment. When such equipment is located adjacent to a residential zone and outside a required setback line, and is greater than 10 ft. from a property line, standard screening requirements in this Section shall apply.

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.

b. With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.

c. Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.

d. Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.

e. All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.

f. Standard placement of street lights shall be at intersections, in the middle of long

blocks, and in dead end streets and long Cul-de-sacs.

g. Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

4.4.20.02 - Blocks

a. General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.

b. Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

1. The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or

2. The lot meets the exemption in "a," or "b," below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and

2) Vehicular access is provided via an alley.

d. Lot Side Lines - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

g. Large Lots - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

Section 4.6.30 - SOLAR ACCESS PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the buildings contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) 30 lineal ft. per unit for Single-family Detached dwelling units; and

b) 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.

2. Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.

PEDESTRIAN ORIENTED DESIGN STANDARDS

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED

SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. Orientation of Dwellings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and

2. Primary dwelling unit entrances open directly to the outside and do not require passage through a garage or carport to gain access to the dwelling.

b. Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. Lots ≥ 50 Ft. in Width - For dwellings with front-loaded garages/carports, the width of the garage wall or carport facing the street shall be no more than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances

facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

Garage/Carport Placement Options -

2. Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.

8. Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.

c. Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft.

above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Increased Roof Pitch - A minimum 6:12 roof pitch.

2. Eaves - Eaves with a minimum 18-in. overhang.

3. Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc., on facades facing streets. These requirements are exclusive of foundations and roofs and pertain only to the walls of a structure.

4. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

7. Architectural Details - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no

facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

All building orientations, facades, and entrances shall comply with the following standards.

a. Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.

1. Primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 ft. long, as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require passage through a garage or carport to gain access to the doorway.

2. Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.

3. Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve

individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Frontage.

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.60.02 - Parking Location

a. Standards

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

a) Where lot depth is less than 75 ft.;

b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would

prohibit the provision of this common outdoor space area for residents of a development site; and/or

d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. Front Porches/Patios - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.

3. Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

   a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;

   b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or

   c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.

7. Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

8. Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and

no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

4.10.60.05 - Service Areas and Roof-Mounted Equipment

a. Service Areas - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five-10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential buildings. Transformers shall also be screened with landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

a) Sidewalks along public or private streets used to meet building orientation standard; or

b) Mixed use buildings and multi-family densities exceeding 30 units per acre.

c. Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all

buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

e. Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

g. Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains to provisions elsewhere in this Chapter for development in the Neighborhood

Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. Continuous Internal Sidewalks and Multi-use Paths - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. Sidewalks along Building Walls - Sidewalks no less than five ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would

not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete or masonry pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.

b. Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.

Options:

1. Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.

2. Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.

3. Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.

4. Covered Walkways - Installation of weather protection resulting in covered pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.

5. Notarized Letter - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

1. Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.

2. Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.

b. Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

c. Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. Weather Protection - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.

2. Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:

a) Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;

b) Sidewalk planters with benches and public outdoor seating;

c) Significant public art, such as sculpture, fountain, clock, mural,

etc.;

d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

e) Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.

4. Accessibility of Pedestrian Amenities - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.

b. Design Standards and Design Variety Menus

1. Encroachments - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.

2. Loading/Service Facilities - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.

3. Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.

4. Sign Standards

a) Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.

b) Blade signs placed under awnings are allowed along Shopping Streets.

c) Remaining sign provisions are in accordance with Chapter 4.7 -

Sign Regulations.

5. Lighting Standards - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

6. Windows - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.

   a) Ground Floor Windows and Doors - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

      1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

      2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

         a. Opacity of greater than 60 percent prohibited for any required window; and

         b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

7. Design Variety Menu - Each structure shall incorporate a minimum of three of the following five building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

   a) Building Walls - Building walls in excess of 30 ft. in length shall not

exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.

b) Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.

c) Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.

d) Base Treatments - A recognizable Base Treatment consisting of at least one of the following:

1) Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;

2) Integrally textured materials such as stone, stucco, or other masonry;

3) Integrally colored and patterned materials such as smooth-finished stone or tile;

4) Lighter or darker colored materials, Mullions, or panels;

5) Detailing such as scoring, ribbing, moldings, or ornamentation; or

6) Planters integral to the building.

e) Top Treatments - A recognizable Top Treatment consisting of at least one of the following:

1) Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;

2) Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or

3) Stepped parapets.

4.13.40 - PROCEDURES

Application - When development is proposed on a property containing or abutting a Significant Riparian Corridor or Wetland area, an application shall be submitted that accurately indicates the locations of these Natural Resources and the location of any proposed development. The application shall contain a description of the extent to which any Floodplain, Watercourse, or Wetland is proposed to be altered or affected as a result of proposed development and shall include the information in "a," and "b," below.

b. For properties containing Wetlands, as indicated on the Corvallis Local Wetland Inventory Map - The submittal materials listed below are required. Additionally, all applications will be reviewed to determine that all necessary permits have been obtained or will be obtained from those federal, state, or local governmental agencies that require prior approval.

1. Site Plan - A site plan that graphically depicts:

a) All Wetland boundaries, as indicated on the Corvallis Local Wetland Inventory Map;

b) A 25-ft. setback/buffer around the upland edge of locally and non-locally protected Wetlands, as mapped on the City's Local Wetland Inventory Map2. Proximate Wetlands shall not be included when determining this 25-ft. setback/buffer location; and

c) A Wetland Delineation of the boundaries of the Wetland area, with an accompanying site map, that has been accepted and approved by the Department of State Lands (DSL) may be substituted for the information in "b," above;

4.13.80.02 - Procedures for Non-locally Protected Wetlands

Department of State Lands and US Army Corps of Engineers Notification Required - In addition to the restrictions and requirements of this Section, all proposed development activities within any Wetland are also subject to Oregon Department of State Lands (DSL) and US Army Corps of Engineers standards and approval. Where there is a difference, the more restrictive regulation shall apply. In accordance with ORS 227.350, as amended, the applicant shall be responsible for notifying DSL and the Corps of Engineers whenever any portion of any Wetland is proposed for development.

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2 Local Wetland Inventories are considered to provide a level of accuracy of within 25 ft. for identification of the Wetland-upland interface. Consequently, the 25-ft setback/buffer identified in Section 4.13.40.b.1.b is intended to ensure that significant Wetlands are protected consistent with the requirements of OAR 660, Division 23 prior to the receipt of a Department of State Lands (DSL) approved Wetland Delineation. For development review purposes, a property owner may propose development within this setback/buffer, and approval may be granted, contingent upon receipt by the City of an approved Wetland Delineation indicating that the proposed development is outside of lands determined to be Wetlands by the Department of State Lands. In such cases, no development permits shall be issued prior to receipt of said Wetland Delineation.

No application for development will be accepted as complete until documentation of such notification is provided, and no site development permits, such as Grading and Excavation Permits, Public Improvements by Private Contract Permits (PIPC), and Building Permits, shall be issued until the City has received verification of DSL and Corps of Engineers approval for development on the subject site. Non-locally Protected Wetlands are shown on the City's Local Wetlands Inventory Map.

Applicable Comprehensive Plan Policies:

4.2.1 Significant natural features within the Urban Growth Boundary shall be identified and inventoried by the City through the development process. These shall include:

A. Seasonal and perennial streams and other natural drainageways, wetlands, and flood plains;

B. Lands abutting the Willamette and Marys Rivers;

C. Land with significant native vegetation as defined in the Oregon Natural Heritage Plan (1998), which may include certain woodlands, grasslands, wetlands, riparian vegetation, and plant species;

D. Ecologically and scientifically significant natural areas;

E. Significant hillsides;

F. Outstanding scenic views and site; and

G. Lands that provide community identity and act as gateways and buffers.

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

4.10.6 In order to reduce peak runoff from impervious areas and maintain pre-development flow regimes, the City shall work to adopt standards such as the following:

- Minimize the proportion of each development site allocated to surface parking and circulation.
- Minimize the average dimensions of parking stalls.
- Use pervious materials and alternative designs where applicable, such as infiltration systems.
- Modify setback requirements to reduce the length of driveways.
- Promote the use of shared driveways to reduce impervious surface in

residential development.

- Promote disconnection of roof down spouts to reduce runoff going into a piped collection system or the street and encourage storage for reuse.
- Retain a larger percentage of vegetated area within all types of development to increase rainfall interception.
- Pursue the use of retention and infiltration facilities where the soils are suitable to control runoff volume, peak flow and promote dry season base flows in streams.
- Develop sub-surface storage as well as surface detention facilities.
- Evaluate additional restrictions on cuts in hillsides, especially in areas with near-surface groundwater.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

4.11.1 Consistent with State and Federal policy, the City adopts the goal of no net loss of significant wetlands in terms of both acreage and function. The City shall comply with at least the minimum protection requirements of applicable State and Federal wetland laws as interpreted by the State and Federal agencies charged with enforcing these laws.

4.11.4 Wetlands within the Urban Growth Boundary shall be identified and inventoried by the City or through the development process.

4.11.5 Local wetland inventories, initiated by the City, completed consistently with State guidelines, and approved by the State shall also represent City-approved inventories that meet Statewide Planning Goal 5 inventory requirements.

4.11.14 To resolve wetland issues as early as possible in the development application process on land with hydric soils, land with wetland vegetation, and/or land identified on a State or national wetland inventory, the City shall require a developer to submit, at the time of application, a wetland determination or delineation from a qualified consultant. This professional analysis shall be submitted concurrently to the City and to the Division of State Lands. The City shall request comment from the Division of State Lands on land development applications requiring a public hearing.

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

3.2.3 The City shall address compatibility conflicts through design and other transitional elements, as well as landscaping, building separation, and buffering.

9.2.1 City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.

9.2.2 In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.

9.2.4 Neighborhoods shall be pedestrian-oriented. Neighborhood development patterns shall give priority consideration to pedestrian-based uses, scales and experiences in determining the orientation, layout, and interaction of private and public areas.

9.2.5 Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:

A. Comprehensive neighborhoods have a neighborhood center to provide services within walking distance of homes. Locations of comprehensive neighborhood centers are determined by proximity to major streets, transit corridors, and higher density housing. Comprehensive neighborhoods use topography, open space, or major streets to form their edges.

B. Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.

C. Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.

D. Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.

E. Neighborhoods have a mix of densities, lot sizes, and housing types.

F. Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.

G. Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.

H. Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.

I. Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.

J. Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.

K. Neighborhoods incorporate a narrow street standard for internal streets which slows and diffuses traffic.

L. Neighborhood building and street proportions relate to one another in a way that provides a sense of enclosure.

M. Neighborhoods have street trees in planting strips in the public right-of-way.

9.3.2 Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.

9.4.7 The City shall encourage development of specialized housing for the area's elderly, disabled, students, and other groups with special housing needs.

9.5.1 The City shall plan for affordable housing options for various income groups, and assure that such options are dispersed throughout the City.

9.5.2 The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.

5.3.1 To increase the aesthetic qualities of the community and enjoy the engineering and ecological benefits of trees, the City shall require developers to plant appropriate numbers and varieties of trees with all new development. Such standards shall be maintained in the Land Development Code.

5.3.3 The City shall encourage the use of large-canopy trees.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

7.5.5 The City shall attempt to limit unnecessary increases in the percentage of Corvallis' impervious surfaces.

11.4.1 The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.

11.4.3 All traffic generators shall provide adequate parking.

11.4.7 The City shall investigate opportunities for reducing minimum off-street parking requirements in areas with adequate on-street or area parking facilities. Factors such as good transit and pedestrian access should be considered.

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.2 The transportation system shall be managed to reduce existing traffic congestion and facilitate the safe, efficient movement of people and commodities within the community.

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

11.7.1 An improved public transportation system within the Urban Growth Boundary should be established to improve the livability of the community, to reduce pollution and traffic, and to reduce energy consumption.

10.2.6 The type, location, and phasing of public facilities and utilities shall be based on actual needs, desired levels of service, cost-effectiveness, and/or property owner willingness to pay for infrastructure.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

SCANNED

Date: 01-30-08 By: JHE

RECEIVED

GENERAL APPLICATION

JAN 28 2008

Community Development Planning Division

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

Community Development Planning Division
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For staff use only

Case Number PLD08-00001, SUB08-00001 Date Filed 01-28-08
Fee $8198 Receipt # 4236 Planner Young

Please tell us about yourself and your request: Check the following item(s) that apply to your application.

____ Annexation	X Planned Development X major ___minor
____ Conditional Development	X Planned Development (Conceptual)
____ Comprehensive Plan Amendment	____ Planned Development (Detailed)
X Tentative Plat Subdivision	____ Planned Develop (Nullification)
____ District Change	____ Plan Compatibility Review
From ____	____ Hillside Density Transfer
To ____	____ Lot Development Option
____ Minor Land Partition	____ Willamette River Greenway

Please give us a brief summary of the action requested:
Requesting approval of a Major Modification to a Conceptual and Detailed Development Plan, and a Major Tentative Subdivision Replat to allow the construction of seven detached single family homes, six duplexes, three triplexes, three five-plexes, and a community center building on approximately 3.58 acres

Name of Project: ~~Seavey~~ Seavy Meadows Planned Development

Applicant's Name: Willamette Neighborhood Housing Services Phone 541-752-7220
Address 257 SW Madison Avenue FAX 541-752-5037
Corvallis, OR 97333
Signature Jim Moorefield Date 1-22-2008

Property Owner Name: City of Corvallis Phone 541-766-6900
Address P.O. Box 1083 FAX 541-754-1792
Corvallis, OR 97339
Signature Jon L. Nelson Date 1/23/08

Project Staff (name & address):
Planner David Dodson - Willamette Valley Planning Phone 541-753-1987
311 SW Jefferson, Corvallis, OR 97333 FAX

Attachment III-213

Attachment M-1

Architect *Sara Bergsund - Bergsund Delaney Architecture* Phone *541-683-8661*
1369 Olive Street, Eugene, OR 97401 FAX _____
Civil Engineer *David Morris - Endex Engineering* Phone *541-928-1181*
2532 Santiam Hwy SE, #324, Albany 97322 FAX _____

Please tell us about your site:

Location address (or general vicinity, side of street, distance to intersection)
Approximately 3.58 acres of PD(RS-12) land that is south and east of NE Conser Street and north of NE Seavey Avenue.

*Assessor's Map Number(s) Related Tax Lot(s)
1. *11-5-24DC* *60500 through 3700*, _____, _____
2. _____ _____, _____, _____, _____

*The Assessor's Map Number (Township, Section/Range) and the Tax Lot Number (parcel) can be found on your tax statement or at the Benton County Assessor's Office)

Lot Area *3.58 acres*
Development District (i.e. zone) *PD(RS-12) Med-High Residential with a PD Overlay*
Comprehensive Plan Designation *Residential - Medium-High Density*

Attachments: ☒ Existing Site Map ☒ Site Plan ☒ Narrative ☒ Vicinity Map

☒ Floor Plans ☒ Elevations

☒ Solar Easements and /or shadow studies

☒ Other *See application submittal*
(If drawings are larger than 8 ½ x 14", submit 7 copies.)

Please tell us about the surrounding area:

Direction	Zoning District	Existing Land Use
North	*PD(RS-9)*	*Vacant*
South	*PD(RS-12)*	*Vacant*
East	*PD(RS-6) and PD(RS-12)*	*Detached single family homes, vacant*
West	*PD(RS-12)*	*Vacant*

NOTE: The attachments submitted should include sufficient information about adjacent lands to indicate the site's relationship with these lands (i.e. maps should indicate nearby structures, densities, road, bike, and pedestrian systems, etc.)

Please tell us more about the proposed development and its site:

1. On your plans, include the following: Site boundaries, points of access, topography (show contours), flood plains, water courses, significant vegetation, existing roads, utilities, pedestrian or bikeways, and any existing easements. Please note there are additional specific graphic and narrative requirements for each type of application.

2. Are there existing structures on site: Yes ☒ No If Yes, illustrate them on your plans and describe their current use, the type of structure, and the square footage.
The property is currently vacant with the exception of street and utility improvements.

3. For your project, please indicate the uses proposed and describe the intended activities:
The applicant intends to construct new single family and multi-family dwellings on the site, as well as a community center building to be used by residents of the new homes.

4. Will the project be completed in phases: ☒ Yes No If Yes, please explain.
The project is proposed to be completed in two phases. The first phase will include the proposed detached single family homes, while the second phase will contain the multi-family homes and the community center building. Dwellings constructed in Phase 1 will be made available for purchase, while those constructed in Phase 2 will be retained in ownership by Willamette Neighborhood Housing Services.

5. Proposed Uses

Use Type	# of acres or sq ft	Percent of site
Residential Medium-High	*3.58 acres*	*100%*

6. Site Cover

Coverage Type	# of acres or sq ft	Percent of site
Impervious - New Structural footprints - Parking & drives	*1.59 acres*	44%

Use Type	# of acres or sq ft	Percent of site		Coverage Type	# of acres or sq ft	Percent of site
Commercial Office Industrial Open Space - Parks - Drainageways - Other				**Mostly non-impervious** Open Space - Parks - Drainageways All Other Green areas or yards, walks, patios, and landscape areas	*1.99 acres*	*56%*
Total	*3.58 acres*	*100%*		**Total**	*3.58 acres*	*100%*

Description of other types (e.g. recreational facilities): *Two common green areas, a tot lot, and a community center building.*

For Residential Development:

Type	# Units	# Bedrooms	Density (living units per acre)
Detached Single Family	*7*	*two and three bdrm units*	*14 units per acre*
Duplex	*12*	*two and three bdrm units*	*11 units per acre*
Multi-family	*24*	*one, two, and three bdrm units*	*13 units per acre*

7. How will open space, common areas and recreational facilities be maintained? *Landscaped areas will be maintained by either the future property owners (detached single family homes) or by Willamette Neighborhood Housing Services.*

8. For proposed residential developments, are there any existing structures or trees on adjacent land which will reduce solar access to your site between 9 a.m. and 3 p.m. on November 21? Yes ☒ No If Yes, please illustrate these locations and their shadow impacts on your site map.

Please identify any citizen outreach efforts that you have undertaken prior to submitting this application:

- ☑ Mailed information regarding the proposed development to adjacent property owners/residents.
- ☑ Held one or more neighborhood meeting(s) or open houses.
- ☐ Held a project design workshop.
- ☑ Met individually and/or conferred over the phone with citizens.
- ☑ Made site plans available for review.
- ☐ Canvassed the neighborhood.
  Posted the project site with information about the proposal, and where to go for more information.
- ☐ Other (please describe):

Were changes made to the proposal as a result of citizen input? If so, what were they?
The applicant held several neighborhood meetings which resulted in several changes that are noted in the project narrative.

Authorization for Staff and Decision Maker to Enter Land:

City staff, Planning Commissioners and City Councilors are encouraged to visit the sites of proposed developments as part of their review of specific land use applications. Decision maker site visits are disclosed through the public hearing process. Please indicate below whether you authorize City staff and decision makers to enter onto the property(ies) associated with this application as part of their site visits.

- ☑ I authorize City staff and decision makers to enter onto the property(ies) associated with this application.
- ☐ I do not authorize City decision makers to enter onto the property(ies) associated with this application.

Seavey Meadows

An Application for a Major Modification to a Conceptual and Detailed Development Plan and a Major Subdivision Replat

Submitted to:

CORVALLIS
ENHANCING COMMUNITY LIVABILITY

The City of Corvallis
501 SW Madison Avenue
Corvallis, OR 97333

Submitted by:

Willamette Neighborhood Housing Services
257 SW Madison Avenue
Corvallis, Oregon 97333

February 25, 2008

Attachment III-218

Attachment M-6

Planned Development Narrative

INTRODUCTION

In 2004, the City of Corvallis proposed that Willamette Neighborhood Housing Services (WNHS) take the lead role in development of a portion of vacant land along Conser Street in northeast Corvallis. The site is only a small portion of a 30-acre area known as Seavey Meadows. A small portion of the site was partially developed in the 1980s, but a foreclosure led to the City taking over ownership of the property. The City filed for a wetland development permit with the Army Corps of Engineers after a lengthy community planning process in 1998. The City viewed the site as their only remaining property appropriate for low to moderate income housing currently within the City Limits. With the applicant having a recognized development background in affordable housing, the City chose WNHS as the developer for the site.

REQUEST

The proposal includes two land use requests, a Major Conceptual and Detailed Development Plan Modification and a Major Subdivision Replat, the combination of which would reconfigure the development plan previously approved for Seavey Meadows. The focus of the plan approved for Seavey Meadows in 1982 was to provide a homogenous development of multiple four-unit attached townhome clusters with shared private driveways. In comparison, the proposed Major Modification would introduce a mixture of single family detached homes, duplexes, triplexes, and four- and five-unit multi-family dwellings to the site. Access to the dwellings would rely on the existing public streets, Conser Street, Jasper Street, and Sorrel Place, but also involve the construction of two new private alleys, (Attachments F and G). Improvements will be made to portions of Conser Street, Jasper Street, and Sorrel Place to bring these facilities into compliance with current Corvallis Land Development Code street standards.

The development will be split into two phases. The first phase will be construction of seven single family homes for sale to low income families at 80 percent of median family income (MFI) or less. The second phase will include construction of 36 multi-family units for low income families making 60 percent of MFI or less. Due to funding variables, the applicant reserves the right to develop Phase 2 first, and will commit to providing the required public facilities necessary to serve this phase of the project.

With the exception of two senior quad buildings, the multi-family units will be designed as townhomes. A 1,700 square foot community building with play areas will be constructed adjacent to 6,800 square feet of landscaped commons. The project will include a mix of incomes with 40 percent of the units at or below 60 percent of MFI.

Project amenities will include the community building and roughly 14,000 square feet in formally landscaped play areas and commons. Parking is provided through the use of both outdoor unassigned common spaces and private attached garages and driveways.

The site is surrounded by 27 acres of locally protected wetlands, which provide a long term natural landscape amenity. Additionally, a variety of community amenities are immediately available to the site including: two of the City's largest employers (Hewlett Packard and Good Samaritan Hospital); a community shopping center within three-quarters of a mile of the site (with Safeway as the anchor); public transportation adjacent to the site; a middle school within a half a mile; and a City park within a half a mile.

SITE AND VICINITY

The 3.54 acre site is located south and east of Conser Street and contains Jasper Street and Sorrel Place, (Attachment A). Seavey Avenue is located immediately to the south. A four-unit attached townhome that currently occupies a portion of the site was constructed consistent with the 1982 approval for Seavey Meadows. Improvements to Conser Street, Jasper Street, and Sorrel Place were also made at this time. No other development has taken place at the site since these improvements were made. Remnants of preliminary building pad excavation are still visible on recent City of Corvallis aerial photographs. Due to the soils and relatively high water table in this area of Corvallis, these portions of the site have since gradually transformed into informal "constructed" wetlands, (Attachment P). Other natural features found on the site include mature and sapling cottonwood trees, and non-locally protected jurisdictional wetlands. The site is essentially flat and lacks prominent topography.

Immediately northeast of the site along Conser Street is the Conifer Village Subdivision. All other property within the immediate vicinity is currently undeveloped. A spur of the Southern Pacific Railroad runs past the site on the west side of Conser Street. Additional residential development is located on the opposite side of the railroad, (Attachment B).

The site is designated as Residential - Medium-high Density on the Corvallis Comprehensive Plan Map, as are other properties abutting the site to south, east, and west that were also part of the original Seavey Meadows Planned Development, (Attachment C). The Conifer Village Subdivision is designated as Residential - Low Density, while undeveloped property across Conser Street to the west is shown as Residential - Medium Density on the Comprehensive Plan Map.

Consistent with its Comprehensive Plan designation, the site is zoned Medium-High Residential on the Corvallis Land Development Code Zoning Map, and is also subject to a Planned Development Overlay (PD(RS-12)), (Attachment D). Undeveloped properties south of the site that are also associated with the original Seavey Meadows Planned Development share this designation. The Conifer Village Subdivision is zoned PD(RS-6), while the undeveloped properties to the west, across Conser Street, are zoned PD(RS-9).

PREVIOUS APPROVALS

1982 – On May 18, 1982, the subject site was annexed into the City Limits along with roughly 37 additional acres that were zoned either RS-9 or RS-12 with a Planned Development Overlay. Subsequent to being annexed, the original developer proposed a Conceptual and Detailed Development Plan and Tentative Subdivision Plat that would have resulted in the construction of 296 dwelling units (PD-82-5). The Corvallis Planning Commission approved this request, with conditions, on October 6, 1982.

1991 – On March 6, 1991, the Corvallis Planning Commission approved a Detailed Development Plan and a Tentative Subdivision Plat for Conifer Village, Phases 4, 5, and 6 (DC-91-1, PD-91-1, and S-91-1). This approval effected approximately 10 acres of the Seavey Meadows Detailed Development Plan by rezoning the property from PD(RS-12) to PD(RS-6) and approving a tentative subdivision plat intended for development with detached single family homes. A portion of Conifer Village, Phase 5, was developed in this location and currently contains 38 single family houses. In comparison, the Seavey Meadows Detailed Development Plan would have resulted in the construction of approximately 76 attached dwellings in this same area.

NEIGHBORHOOD OUTREACH

The applicant has held three neighborhood meetings prior to submittal of this application. The first two meetings where held in November of 2006. At that time the project was approximately five acres in size and contained 60 dwelling units. Following refinements and a reduction to the project acreage, due to the discovery of additional wetlands, the project area is now only 3.54 acres and contains 43 dwelling units. The new plan was presented at a neighborhood meeting in January of 2008.

ATTACHMENTS

A	-	*Vicinity Map*
B	-	*Surrounding Uses*
C	-	*Comprehensive Plan Designations*
D	-	*Zoning Designations*
E	-	*Significant Natural Features*
F	-	*Phase 1 Detailed Development Plan*
G-1	-	*Phase 2 Detailed Development Plan*
G-2	-	*Phase 2 Detailed Development Plan Alternatives*
H	-	*Tentative Subdivision Plat*
I-1	-	*Landscape Plan*
I-2	-	*Landscape Plan - Alternative*
I-3	-	*Existing Trees*

J	-	*Natural Features Mitigation Plan*
K	-	*Grading and Paving Plan*
L	-	*Site Utility Plan*
M	-	*Lighting Plan*
N	-	*Solar Study*
O	-	*Typical Building Plans and Elevations*
P	-	*Traffic Impact Study Addendum*

CRITERIA, DISCUSSION, AND CONCLUSIONS

Applicable Comprehensive Plan Policies:

1.2.9 The applicable criteria in all land use decisions shall be derived from the Comprehensive Plan and other regulatory tools that implement the Plan.

The following narrative responds to criteria from the Corvallis Comprehensive Plan and the Land Development Code (LDC) that are applicable to the subject land use requests. An analysis of the proposal's consistency with these criteria is provided, and, in the event that variations from development standards are requested, the narrative notes alternate means for achieving the same benefit.

As noted above, the proposal consists of two separate land use requests. To facilitate a review of the proposal, the narrative is divided into the two following parts:

- *Part I – Major Conceptual and Detailed Development Plan Modification*
- *Part II – Major Subdivision Replat*

PART I

MAJOR CONCEPTUAL AND DETAILED DEVELOPMENT PLAN MODIFICATION

DETERMINATION OF A MAJOR PLANNED DEVELOPMENT MODIFICATION

Applicable Land Development Code Sections:

2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification

a. The factors identified here describe the thresholds that separate a Minor Planned Development Modification from a Major Planned Development Modification.

2. Change in dwelling unit density of five percent, except as noted in "3," below;

3. Decrease in dwelling unit density by more than three units for development sites one acre or smaller in size, or decrease in dwelling unit density by more than five units or by more than five percent, whichever is less, for development sites larger than one acre;

The original Detailed Development Plan approved for Seavey Meadows allowed the construction of 296 dwelling units. Subsequent to that approval, the construction of Conifer Village, Phase 5, reduced that original total by at least 38 dwelling units. The subject request seeks to limit development of remaining undeveloped potions of the original Seavey Meadows site to only the 3.54 acres shown on Attachments 'F' and 'G'. A total of 43 dwelling units would be constructed on this acreage, which constitutes an 83 percent reduction in the number of dwelling units that could have been constructed based on the combined effects of the Seavey Meadows and Conifer Village, Phase 5, approvals.

4. Change in the ratio of the different types of dwelling units;

All of the 296 units proposed through the original Seavey Meadows Detailed Development Plan were configured as attached dwellings, with four units attached together in a "pinwheel" arrangement, as demonstrated by the four homes that currently occupy the site. The subject proposal would introduce a mixture of dwelling types, including single family detached, duplex, triplex, and multiplex dwellings, none of which fit the LDC definition of an attached unit.

6. Change in the type and location of accessways and parking areas where off-site traffic would be affected or which result in a less pedestrian-friendly environment;

Due to the fact that only 3.54 acres of the approximately 30 acres approved through the original Seavey Meadows Detailed Development Plan would be developed through the subject proposal, several changes to the types and locations of accessways will result. Arguably, these changes may affect off-site traffic. However, given that fewer dwelling units would be constructed, it is reasonable to conclude that the effects would be positive due to comparatively fewer vehicle trips being generated.

12. Decrease in project amenities for pedestrians or bicycles, recreational facilities, screening, and/or landscaping provisions by more than 10 percent;

Similar to the reconfiguration of accessways, the subject proposal will result in fewer lineal feet of new local streets being constructed when compared to the original Seavey Meadows Detailed Development Plan. These streets would have included sidewalks and allowed bicyclists to travel throughout the development. Further, the original development plan included the construction of a 2-acre sports park, which is no longer being proposed. Instead, the balance of the currently undeveloped site would remain undisturbed, most of which currently contains protected Locally Significant Wetlands.

13. Modification of architectural building elevations where any of the following occurs:

a) Percentage of window coverage per elevation is decreased by more than 20 percent (may affect the number and/or shape of windows); or windows are installed on a previously specified blank wall on the perimeter of the site;

b) Building materials for the main walls of the facades are changed;

c) Any architectural feature is reduced by more than 20 percent. Architectural features include such items as the number of windows with trim, the number of dormers, the number of columns, the number of shutters, the square footage of porches, the number of window boxes, the linear footage of porch or deck railings, and/or the linear footage and/or height of parapets, reveals, and/or cornices, etc.;

d) Roof pitch is reduced by 20 percent or more;

e) Building off-sets or recesses are reduced by more than 20 percent; or

f) Garages or carports are eliminated; and

As a result of the introduction of a variety of different dwellings types, most of the architectural details and materials listed in the criterion cited above will be changed through the subject proposal, (Attachment O). For example, dwellings proposed through the original Seavey Meadows Detailed Development Plan were single story, "rambler" style dwellings with lap and board and batten siding, topped by gently sloping roofs. Most of the proposed dwellings will be two stories and use a variety of exterior building materials, including lap siding, board and batten siding, and cedar shingles. While the roof pitch proposed for each dwelling type would not be reduced from what was originally approved, the roof line configurations would be different.

14. **Change to any aspects of the Plan involving Natural Resources and/or Natural Hazards governed by Chapter 4.5 - Natural Hazards and Hillsides, Chapter 4.11 - Minimum Assured Development Area, Chapter 4.12 - Significant Vegetation, and Chapter 4.13 - Riparian Corridors and Wetlands.**

The LDC did not contain the natural resource and natural hazards provisions listed above when the original Detailed Development Plan was originally approved for Seavey Meadows. Regardless, the proposed site plan would protect the subsequently identified Locally Significant Wetlands identified on the site.

b. **A modification that equals or exceeds the thresholds identified in Section 2.5.60.02.a shall be processed as Major Planned Development Modification.**

Given the analysis presented above, the subject proposal qualifies as a Major Conceptual and Detailed Development Plan Modification.

REVIEW CRITERIA

Applicable Land Development Code Sections:

2.5.60.03 - Procedures for a Major Planned Development Modification

If a modification is proposed that equals or exceeds the thresholds described in Section 2.5.60.02, or if modifications to more than three factors that fall below the thresholds identified in Section 2.5.60.02 are proposed within a single calendar year, the changes shall be processed as a Major Planned Development Modification.

a. **An applicant may petition for review of previously approved plans for purposes of modifying a Planned Development, stating reasons for the change.**

d. **In reviewing the proposed Modification, the Planning Commission shall follow the procedures herein required for Detailed Development Plan submittal and review. The Commission shall consider the review criteria in Section 2.5.50.04 to determine whether to authorize a Major Planned Development Modification.**

2.5.50.04 - Review Criteria for Determining Compliance with Conceptual Development Plan

Request for approval of a Detailed Development Plan shall be reviewed to determine whether it is in compliance with the Conceptual Development Plan. The Detailed Development Plan shall be deemed to be in conformance with the Conceptual Development Plan and may be approved provided it is consistent with the review criteria in Section 2.5.40.04 above, provides a clear and objective set of development standards for residential Detailed Development Plans (considering the Detailed Development Plan proposal, required adherence to this Code, and Conditions of Approval), and does not involve any of the factors that constitute a major change in the Planned Development. See Section 2.5.60.02 - Thresholds that Separate a Minor Planned Development Modification from a Major Planned Development Modification.

This application narrative describes in detail the reasons for the proposed Major Modification and responds to the review criteria listed in Sections 2.5.50.04 and 2.5.40.04.

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

a. Compatibility Factors -

1. **Compensating benefits for the variations being requested;**
2. **Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);**
3. **Visual elements (scale, structural design and form, materials, etc.);**
4. **Noise attenuation;**
5. **Odors and emissions;**
6. **Lighting;**
7. **Signage;**
8. **Landscaping for buffering and screening;**
9. **Transportation facilities;**
10. **Traffic and off-site parking impacts;**
11. **Utility infrastructure;**
12. **Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion);**
13. **Design equal to or in excess of the types of improvements required by the standards in Chapter 4.10 - Pedestrian Oriented Design Standards[1]; and**
14. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these**

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1 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

Code standards.

Section 2.5.20 - PURPOSES

Planned Development review procedures are established in this Chapter for the following purposes:

a. Promote flexibility in design and permit diversification in location of structures;

b. Promote efficient use of land and energy, and facilitate a more economical arrangement of buildings, circulation systems, land uses, and utilities;

c. Preserve, to the greatest extent possible, existing Significant Natural Features and landscape features and amenities, and use such features in a harmonious fashion;

d. Provide for more usable and suitably located pedestrian and/or recreational facilities and other public and/or common facilities than would otherwise be provided under conventional land development procedures;

e. Combine and coordinate architectural styles, building forms, and building relationships within the Planned Development;

f. Provide the applicant with reasonable assurance of ultimate approval before expenditure of complete design monies, while providing the City with assurances that the project will retain the character envisioned at the time of approval;

g. Provide greater compatibility with surrounding land uses than would otherwise be provided under conventional land development procedures; and

h. Provide benefits within the development site that compensate for the variations from development standards such that the intent of the development standards is still met.

While the overall site plan achieves substantial consistency with development standards contained in LDC Chapters 2.4, 3.6, 4.0, 4.1, 4.2, 4.4, 4.10, and 4.13, an approval of the proposed design would allow the following variances described below in Table 1.

Table 1 – Requested LDC Variances and Proposed Compensating Benefits

Code Variance	*Compensating Benefit*
LDC Section 4.2.30(a), Table 4.2-2 – The easterly private alley that provides access to the off-street parking spaces for Buildings 8, 9, 10 and 11 does not include the requisite number of parking lot trees at either ratio listed in Table 4.2-2. -1.	*Rather than installing medium canopy trees in planters between parking spaces, the applicant proposes to plant large canopy trees behind the pedestrian walkway, as shown on Attachment 'I'.*
LDC Sections 4.1.20.j.1(a) – Each unit of the three triplexes accessed from the westerly private alley in Phase 2 generates a minimum vehicular parking demand of 2.5 spaces, for a total of 23 spaces. Due to the project's proximity to a transit route, the applicant requests a 10% reduction, resulting in 21 required parking spaces. Eighteen of these required parking spaces will be provided in either a single-car garage or a private driveway associated with each unit. However, three of the required spaces are proposed to be accommodated along the public right-of-way for Sorrel Place.	*The applicant notes that Sorrel Place is a dead-end street that does not extend beyond the boundaries of the site. No other properties abutting the street are currently developed or likely to be developed in the future. Therefore, relocating these required parking space to the public right-of-way will not cause compatibility conflicts or traffic circulation issues. Regardless, the applicant will install "No Parking" signs along the south side of Sorrel Place to ensure that 20 feet of the 28-foot wide paved surface remains available for vehicular circulation.*
LDC Section 4.1.20.j.1(b) – The 1,700 square-foot community building generates a minimum vehicular parking demand of 9 spaces. The applicant requests that the local street, Sorrel Place, be allowed to accommodate these spaces rather than providing them on the development site.	*See response above.*
LDC Section 4.4.20.03(b) – With the exception of lots created for buildings 19 and 20 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet.	*Lots 1 and 2 will front on Tract 'C', which also abuts the public right-of-way for Sorrel Place. The applicant will record a reciprocal access and maintenance easement over Tract 'C' to ensure access to these lots is protected.*

Code Variance	*Compensating Benefit*
LDC Section 4.10.70.05.b(6) – The applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to the community building as well.	*Although the use of the community building could be classified as being civic in nature, its actual use pattern will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. The residential widow coverage standard requires that only 20 percent of building facades facing public streets contain windows or doors. Elevations of the community building exceed this requirement by at least 40 percent.*
LDC Section 4.0.60.j.2(f) – Unless a garage accessed from an alley is oriented to the alley from zero to 45 degrees, the face of the garage must comply with the applicable setback distances. The garage of the northeast unit of the existing attached dwellings does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of this unit.	*The applicant notes that the need for this variance results from proposing to construct a five-foot wide sidewalk and a six-foot wide planter strip along the west side of the abutting alley. These features are not typical of an alley and are not required by the LDC. However, the applicant desires to facilitate safe pedestrian circulation through this portion of the site.*

Code Variance	*Compensating Benefit*
LDC Section 4.0.60.j.2.(b) – Due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long.	*The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street. Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet.*
LDC Section 4.120.i.1(b) – Required vehicular parking spaces are to be provided on the development site of the primary structure. The parking spaces required for each of the duplex units are proposed to be situated along the easterly private alley, some of which also fall within the boundaries of Lots 8 and 9.	*The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the parking spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner. Additionally, a public access and maintenance easement will be recorded over the alley so that these spaces remain available to residents of the duplexes.*

As described in the various purposes of LDC Chapter 2.5, the Planned Development process is intended to allow for flexible implementation of development standards so that a project may achieve compatibility through alternate means. The subject proposal is consistent with these purposes for the following reasons.

By permitting the variances described above, the proposed buildings may be situated in a manner that still provides necessary vehicular access while focusing orientation toward common outdoor areas. If access from either a public or private street were required instead of from the proposed private alleys, either the overall development footprint would be larger or fewer affordable units could be constructed due to a wider street cross-section. Expanding the development footprint would likely impact protected Locally Significant Wetlands that are located immediately outside of the project boundary, while reducing the number of affordable housing units that would detract from the applicant's goal of providing a housing type that is in short supply in Corvallis.

Overall, the proposed plan achieves a degree of compatibility that is greater than what would be achieved by strict adherence to the applicable development standards. Most notably, the variances requested allow the applicant to provide affordable housing with quality recreational amenities, while constraining the development footprint and eliminating the need for additional paved surfaces that would otherwise push the area of disturbance into adjacent protected wetlands. From this perspective, the variances requested are relatively inconsequential and can be readily balanced by compensating benefits proposed by the applicant.

The remainder of this project narrative responds to the compatibility review criteria cited above for a Major Planned Development Modification (LDC Section 2.5.40.04). To facilitate review of the proposal, the narrative is divided into the following six parts:

- *Land Use*
- *Compatibility*
- *Natural Features*
- *Circulation*
- *Public Facilities and Services*
- *Solar Access*

LAND USE

Applicable Comprehensive Plan Policies:

3.2.1 The desired land use pattern within the Corvallis Urban Growth Boundary will emphasize:

A. Preservation of significant open space and natural features;

B. Efficient use of land;

C. Efficient use of energy and other resources;

D. Compact urban form;

E. Efficient provision of transportation and other public services; and

F. Neighborhoods with a mix of uses, diversity of housing types, pedestrian scale, a defined center, and shared public areas.

9.3.5 Residential developments shall conform to the density ranges specified by the Comprehensive Plan and be of housing types permitted by the applicable zoning district.

The proposed Major Planned Development Modification is consistent with Comprehensive Plan Policies cited above for the following reasons. In comparison to the development plan approved for Seavey Meadows in 1982, the subject proposal would not significantly

impact the Locally Significant wetlands distributed throughout the original site. The project efficiently achieves a density of 12 units per acre, by relying on a looped network of local streets and private alleys, rather than the disjointed series of multiple private driveways approved through the original development plan for Seavey Meadows. A mixture of five different residential building types is used to achieve the minimum required density of 12 units per acre. Existing public utility lines that were installed through the original development plan would be reconfigured, where necessary, to facilitate the proposed arrangement of alleys and buildings. Many of the proposed dwelling units are configured to take advantage of common outdoor areas that serve as centralized public focal points for the development. Lastly, solar access requirements are achieved for at least 80 percent of the proposed buildings without impacting solar access for the four existing attached units.

Applicable Land Development Code Sections:

Section 3.6.20 - PERMITTED USES (RS-12 Zone)

3.6.20.01 - Ministerial Development

a. Primary Uses Permitted Outright

1. Residential Use Types -

a) Family

2. Residential Building Types -

a) Single Detached

d) Attached - Townhouse

e) Duplex

f) Multi-dwelling

3. Civic Use Types -

a) Community Recreation

b. Accessory Uses Permitted Outright

8. Other development customarily incidental to the Primary Uses in accordance with Chapter 4.3 - Accessory Development Regulations

As discussed above, five different residential building types are proposed through the subject Major Planned Development Modification. Each of these is a type of family residential use and listed as an allowed building type in LDC Section 3.6.20.01.a(2). Architectural details for each of the propose dwellings are provided on Attachment 'O'. The elevations and floor plans are noted as "typical" so that minor adjustments may be

made to the buildings prior to construction. However, the overall appearance and arrangement of units will be as shown.

The applicant requests the flexibility to construct one of two different dwelling types in the eastern portion of the site, (Attachments G1, G2, O3.1, and O3.2). While the overall intent of the project is to supply affordable housing for the Corvallis community, the applicant is also aware of the need for housing oriented toward senior citizens and disable individuals. One of the housing types proposed is described as a "senior quad", which would be a single story building composed of four units clustered around a central common area, (Attachment O3.1). The applicant is still assessing the viability of this dwelling type and may decide to construct a two story four-plex dwelling instead, (Attachment O3.2). Regardless of which dwelling type is chosen, the applicable development standards addressed through this application narrative can be satisfied.

While the applicant anticipates that the community building will be used primarily by residents of the development, it is also possible that other members from the greater Corvallis community may frequent the facility for group activities (e.g., family reunions, neighborhood meetings, or holiday boutiques). This potential spectrum of uses could qualify the building as a civic use type, and more specifically, as a Community Recreation use. Alternatively, the community building could also be viewed as an accessory use to the primary residential use. For example, a separate building that is located on the site of a larger apartment complex development and contains laundry facilities, a fitness room, or an entertainment lounge would be considered as an accessory use. From either perspective, the community building is allowed in the RS-12 Zone.

Attachment III-233

COMPATIBILITY

Applicable Comprehensive Plan Policies:

3.2.7 All special developments, lot development options, intensifications, changes or modifications of nonconforming uses, Comprehensive Plan changes, and district changes shall be reviewed to assure compatibility with less intensive uses and potential uses on surrounding lands. Impacts of the following factors shall be considered:

A. Basic site design (i.e., the organization of uses on a site and its relationship to neighboring properties);

B. Visual elements (i.e., scale, structural design and form, materials, etc.);

C. Noise attenuation;

D. Odors and emissions;

E. Lighting;

F. Signage;

G. **Landscaping for buffering and screening;**

H. **Transportation facilities; and**

I. **Traffic and off-site parking impacts.**

Comprehensive Plan Policy 3.2.7 contains many compatibility factors that are similar to those listed in Section 2.5.40.04. In fact, the compatibility criteria from that Section of the LDC are more numerous and require the consideration of pedestrian oriented design elements and potential impacts to natural resources. In order to consolidate this narrative, the response to Section 2.5.40.04 provided below is intended to subsume Policy 3.2.7.

Applicable Land Development Code Sections:

2.5.40.04 - Review Criteria

Requests for the approval of a Conceptual Development Plan shall be reviewed to ensure consistency with the purposes of this Chapter, policies and density requirements of the Comprehensive Plan, and any other applicable policies and standards adopted by the City Council. The application shall demonstrate compatibility in the areas in "a," below, as applicable, and shall meet the Natural Resource and Natural Hazard criteria in "b," below:

a. **Compatibility Factors -**

1. **Compensating benefits for the variations being requested;**
2. **Basic site design (the organization of Uses on a site and the Uses' relationships to neighboring properties);**
3. **Visual elements (scale, structural design and form, materials, etc.);**
4. **Noise attenuation;**
5. **Odors and emissions;**
6. **Lighting;**
7. **Signage;**
8. **Landscaping for buffering and screening;**
9. **Transportation facilities;**
10. **Traffic and off-site parking impacts;**
11. **Utility infrastructure;**
12. **Effects on air and water quality (note: a DEQ permit is not sufficient to meet this criterion);**
13. **Design equal to or in excess of the types of improvements required by the**

standards in Chapter 4.10 - Pedestrian Oriented Design Standards[2]; and

14. Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards.

Basic Site Design

Applicable Comprehensive Plan Policies:

4.2.2 **Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.**

9.2.1 **City land use decisions shall protect and maintain neighborhood characteristics (as defined in 9.2.5) in existing residential areas.**

9.2.2 **In new development, City land use actions shall promote neighborhood characteristics (as defined in 9.2.5) that are appropriate to the site and area.**

9.2.5 **Development shall reflect neighborhood characteristics appropriate to the site and area. New and existing residential, commercial, and employment areas may not have all of these neighborhood characteristics, but these characteristics shall be used to plan the development, redevelopment, or infill that may occur in these areas. These neighborhood characteristics are as follows:**

B. **Comprehensive neighborhoods support effective transit and neighborhood services and have a wide range of densities. Higher densities generally are located close to the focus of essential services and transit.**

C. **Comprehensive neighborhoods have a variety of types and sizes of public parks and open spaces to give structure and form to the neighborhood and compensate for smaller lot sizes and increased densities.**

D. **Neighborhood development provides for compatible building transitions in terms of scale, mass, and orientation.**

E. **Neighborhoods have a mix of densities, lot sizes, and housing types.**

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2 Redevelopment and reconstruction of buildings in existence and permitted in zoning prior to December 31, 2006, are allowed pursuant to the requirements of Section 4.10.70.01 - Applicability, of Chapter 4.10 - Pedestrian Oriented Design Standards.

F. **Neighborhoods have an interconnecting street network with small blocks to help disperse traffic and provide convenient and direct routes for pedestrians and cyclists. In neighborhoods where full street connections cannot be made, access and connectivity are provided with pedestrian and bicycle ways. These pedestrian and bicycle ways have the same considerations as public streets, including building orientation, security-enhancing design, enclosure, and street trees.**

G. **Neighborhoods have a layout that makes it easy for people to understand where they are and how to get to where they want to go. Public, civic, and cultural buildings are prominently sited. The street pattern is roughly rectilinear. The use and enhancement of views and natural features reinforces the neighborhood connection to the immediate and larger landscape.**

H. **Neighborhoods have buildings (residential, commercial, and institutional) that are close to the street, with their main entrances oriented to the public areas.**

I. **Neighborhoods have public areas that are designed to encourage the attention and presence of people at all hours of the day and night. Security is enhanced with a mix of uses and building openings and windows that overlook public areas.**

J. **Neighborhoods have automobile parking and storage that does not adversely affect the pedestrian environment. Domestic garages are behind houses or otherwise minimized (e.g., by setting them back from the front facade of the residential structure.) Parking lots and structures are located at the rear or side of buildings. On-street parking may be an appropriate location for a portion of commercial, institutional, and domestic capacity. Curb cuts for driveways are limited, and alleys are encouraged.**

9.3.2 **Where a variety of dwelling types are permitted by the development district, innovative site development techniques and a mix of dwelling types should be encouraged to meet the range of demand for housing.**

9.5.2 **The City shall address housing needs in the Urban Growth Boundary by encouraging the development of affordable dwelling units which produce diverse residential environments and increase housing choice.**

Besides the four attached units currently located on the site the only existing residential development within the immediate proximity is the Conifer Village Subdivision. This area is zoned PD(RS-6) and was developed consistent with standards of this Low Density Residential zone. As such, the neighborhood characteristics are slightly different from what the proposed development will accomplish. Besides a comparatively increased average density, the site will contain a wide variety of dwelling types that are configured around common areas. However, the majority of this development pattern will be situated away from Conser Street. Other than the four existing attached units, three triplexes and one four-plex will be situated close to Conser Street, and these dwellings are designed with an architectural style and massing similar to that of a single family detached home. Thus,

the new development will not be incompatible with the existing development pattern located northeast of the site.

The design of the proposed site plan was influenced by the four existing attached units, the established public street pattern, and the presence of Locally Significant Wetlands along the periphery of the development footprint. Each of these development factors is being integrated with the proposed site plan, most notably the Locally Significant Wetlands. The applicant has designed the site plan to account for these constraints and provide a mixture of affordable housing types at a density allowed in the RS-12 Zone. Duplex and detached units, which are typically classified as single family building types, are grouped together within the eastern portion of the site, while the most of the multi-family dwellings (i.e., triplexes and multiplex units) are grouped together in the western portion of the property, (Attachments F and G). The eastern portion of the site will also contain two four-plex buildings configured as four units that share a central common area or in either a traditional side-by-side arrangement, similar to that of the existing four attached dwellings. This arrangement will create a consistent residential use dynamic within either portion of the site, with Jasper Street serving as a buffer and point of transition between the two.

Along Conser Street, the front elevation of the three proposed triplexes will be buffered from vehicular traffic traveling along this street by a landscaped front yard setback of 25 feet, similar to the landscape buffer existing along the north side of the four existing attached residences, (Attachment I-1). Orienting the triplexes toward Conser Street is consistent with the residential pedestrian oriented design standards from LDC Chapter 4.10. This results in the rear of these units facing a private alley with parking spaces along it. Windows provided along the south elevation of these units will facilitating observation of the alley and promote better security within this portion of the site. This is an important neighborhood feature within the western portion of the site, as the multiplex dwellings are positioned with either the side or the rear building elevation facing this segment of the private drive. To minimize the potential for conflicts between vehicles and pedestrians, a landscaped planter strip will be installed between the private alley and the five-foot wide walkway that extends along the front of the triplexes, (Attachment I-1).

On-site vehicular parking is accommodated in a variety of ways, depending on the dwelling type and location of the site, (Attachments F and G). For the single family dwellings, a single car garage and private driveway will be used to meet the parking demand for these residences. The depth and width of each driveway is consistent with City of Corvallis standards, and they will be separated by a minimum of 12 feet to allow room for landscaping between the edge of the driveway and the corresponding side yard lot line. A similar approach is proposed to provide parking spaces for the triplex units; however, five of the required vehicle parking spaces are proposed to be situated along the north side of Sorrel Place. Locating these spaces along the public street eliminates the need to pave more of the site. Parking for the multiplex and duplex buildings will rely on common parking areas situated along both of the private alleys. These spaces are oriented either parallel to the alley or as "head-in" spaces. To maintain sufficient width for pedestrians,

the walkway extending along either alley and the abutting parking spaces will be 7½ feet wide to allow for up to 2½ feet of vehicle bumper overhang, resulting in an unobstructed walkway width of five feet. In addition to the sidewalk, buildings will be separated from these parking spaces by a landscaped area at least 10 feet wide, for a total separation distance of approximately 18 feet.

Ample green space is provided around each of the dwellings to allow for outdoor activities, (Attachment I-1). Two common green areas are provided, one in each portion of the development. The various multiplex dwelling units will be constructed to face these areas to provide community green space and encourage interaction amongst residents. Detached single family homes will be provided with at least 375 square feet of usable yard per lot, consistent with RS-12 standards. Where fences aren't proposed to establish separation between units, a mixture of turf, shrubs, and trees will be strategically planted to buffer buildings from one another and to enhance privacy for residents.

A continuous network of pedestrian paths will allow residents and guests to walk throughout the development and reach the larger common open space areas and community building, as well as the pubic sidewalks along Conser Street, Jasper Street, and Sorrell Place. These paths will also provide residents with easy access to a route of the Corvallis Transit System that travels along Conser Street.

Applicable Land Development Code Sections:

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

	Standard
a. Minimum Density	**12 units per acre. Applies to the creation of Land Divisions.**
b. Maximum Density	**20 units per acre. Applies to the creation of Land Divisions.**
c. Minimum Lot Area	**2,200 sq. ft. per dwelling unit**
d. Minimum Lot Width	**25 ft.**

	Standard
e. Setbacks	
1. Front yard	**10 ft. minimum; 25 ft. maximum** **Also, unenclosed porches may encroach into front yards, provided that a minimum front yard of 5 ft. is maintained.**
2. Rear yard and Side yards **Interior attached townhouses exempt from interior side yard setbacks.)**	**5 ft. minimum and each lot must have a minimum 15-ft. usable yard either on the side or rear of each dwelling. Additionally, the setbacks listed below apply for side yards not being used as the usable yard described above.**
a) Single Detached	**5 ft. minimum each side yard**
b) Single Attached and Zero Lot Line Detached	**0 ft. one side; 8 ft. minimum on opposite side[3]**
c) Duplex and Multi-Dwelling	
d) Abutting a more restrictive zone	**10 ft. minimum each side**
3. Corner Lot	**10 ft. minimum**
See also "k," and "l," below.	**10 ft. minimum on side abutting the street. Vision clearance areas in accordance with Section 4.1.40.c of Chapter 4.1 - Parking, Loading, and Access Requirements.**
f. Minimum Garage/Carport Setbacks	
1. Garage/carport entrance facing/parallel to the street	**19 ft. minimum**
2. Garage/carport entrance sideways/perpendicular to street	**10 ft. minimum**
See also "k," and "l," below.	**Setbacks from alleys in accordance with Section 4.0.60.j of Chapter 4.0 - Improvements Required with Development.** **Garages/carports are also subject to the provisions in Chapter 4.10 - Pedestrian Oriented Design Standards.**

1 For Detached Zero Lot Line dwelling units, prior to Building Permit approval, the applicant shall submit a recorded easement between the subject property and abutting lot next to the yard having the zero setback. This easement shall be sufficient to guarantee rights for maintenance purposes of structures and yard, but in no case shall it be less than five ft. in width.

	Standard
l. Maximum Lot/Site Coverage	70 percent of lot area maximum; interior attached townhouses exempt from this provision. Green area is calculated per lot.
r. Required Green Area, Private Outdoor Space, and Common Outdoor Space	See Section 3.6.50, below.

Lot Area and Development Density

Attachment 'H' provides the area of each of the proposed lots. The smallest lot proposed (2,747 square feet) corresponds with most of the single family detached units, and is consistent with minimum lot size allowed in the RS-12 zone of 2,200 square feet. The following mathematically demonstrates that each of the multifamily lots is of sufficient area to support the number of dwelling units it contains.

- *Lot 8: 2 units X 2,200sf = 4,400sf; actual lot area = 4,476sf*
- *Lot 9: 2 units X 2,200sf = 4,400sf; actual lot area = 4,467sf*
- *Lot 10: 8 units X 2,200sf = 17,600sf; actual lot area = 27,075sf*
- *Lot 11: 15 units X 2,200sf = 33,300sf; actual lot area = 39,141sf*
- *Lot 12: 9 units X 2,200sf = 19,800sf; actual lot area = 27,272sf*

Each of the proposed lots is at least 25 feet wide. With a total of 43 units proposed, the resultant density across the entire 3.54 acre site is 12 dwelling units per acre, which is the minimum density required in the RS-12 Zone.

Building Setbacks

Setbacks for each of the proposed buildings are consistent with the standards cited in LDC Section 3.6.30, Parts (e) and (f). As shown on Attachments 'F' and 'G', the front elevation building wall of each of the single family detached units is setback from the front lot line by at least 10 feet, and the associated unenclosed porches encroach into this area by no more than five feet. Rear and side yard setbacks are a minimum of five feet for each of the detached units, and a "usable yard" with a minimum area of 375 square feet and minimum lineal dimension of no less than 15 feet is provided for each unit. Each garage associated with a detached single family dwelling is setback at least 19 feet from Sorrel Place.

Both of the duplexes are consistent with the RS-12 setback standards as well. Buildings 8 and 9 are set back from Sorrel Place by the same distance as the detached single family homes. Usable yards are provided in the exterior side yard of Building 8 and in the easterly interior side yard of Building 9. Setbacks in the opposing interior side yard between these two units are a minimum of 10 feet wide.

Lot 11, which contains the community building and Buildings 4, 5, and 6, is fronted by Jasper Street and Sorrel Place. Except for the community building, the applicant has oriented each of the buildings toward Common Green No. 1 and Sorrel Place, and, therefore, has established setbacks on the assumption that this street abuts the front yard of the lot. Correspondingly, exterior side yard setbacks of at least 10 feet are provided along the east elevation of the community building and Building 6, while Building 4 is set back from the boundary with Tract 'C' by at least 10 feet, as required for a multifamily building. Along Sorrel Place, Building 4 and the community building will be set back from the public right-of-way by10 feet. (It should be noted that the community building is shown as set back from Sorrel Place by a distance of approximately 8 feet on Attachments 'F' and 'G'. This is an error that will be corrected by shifting the community building two feet north when it is constructed. Doing so will maintain the required minimum separation distances of 5 feet and 20 feet between the adjacent internal walkway and the south elevation of Building 6, respectively.) While Buildings 5 and 6 are set back from Sorrel Place by more than the allowed maximum distance of 25 feet, their placement is consistent with an exception to this standard that is allowed through LDC Section 4.10.60.01, Parts (a) and (b). (Please see below for further discussion on the application's consistency with this standard.) Along the north elevation of Buildings 4, 5, and 6, a setback distance of at least 30 feet is provided from the south boundary of Tract 'C'. While the rear yard area north of Buildings 4, 5, and 6 contains common parking spaces abutting the south side of the alley, it also contains walkways and landscaped areas that comprise a portion of Lot 11 that meets the dimensional requirements of a "usable yard." However, the applicant anticipates that residents will prefer the recreational opportunities afforded by Common Green No. 1 rather than rely on this comparatively narrow, linear space.

The three triplex buildings (Buildings 1, 2, and 3) are located on Lot 12 and have been oriented toward Conser Street to satisfy standards from LDC Chapter 4.10. Correspondingly, a setback distance of 25 feet is provided between the north elevation of these buildings and the public right-of-way for Conser Street. An exterior side yard setback of 10 feet is established between the east elevation of Building 3 and Jasper Street, while Building 1 is separated from the western boundary of Lot 12 by approximately 35 feet. This area of Lot 12 is also intended to satisfy the requirement of providing a "usable yard." Each of the buildings is set back 20 feet from the north boundary of Tract 'C', which abuts the "rear yard."

Buildings 10 and 11 will be situated so that vehicular and pedestrian access is provided via the easterly private alley. Although Lot 10 has roughly 44 feet of frontage on Conser Street, the applicant considers the boundary with by Tract 'B' to delineate the front yard for Lot 10. While none of the buildings proposed to occupy the lot (i.e., Senior Quads or four-plexes) would be oriented toward the private alley, residents and guests will be accessing the structures from the western portion of the lot due to the associated parking spaces and walkways. From that perspective, the buildings contemplated to occupy Lot 10 would be situated consistent with the required setbacks. At least 33 feet will separate the proposed maximum building envelope and the eastern boundary of Tract 'B'. While Internal side yard setbacks of at least 5 feet will be provided for both buildings along the

north and south boundaries of the lot, the proposed buildings will be constructed so that these areas also contain a "usable yard." A separation distance of no less than 10 feet will be maintain along the western lot boundary, consistent with the minimum rear yard setback standard.

The placement of the easterly private alley in a separate tract triggers the application of RS-12 setbacks to the east and south elevations of the four existing attached units. Jasper Street is considered to abut the front yard of this lot, which results in the need to satisfy the rear yard and internal side yard setback standards along the west and south elevations of this building. Along the south elevation of the building, the proposed property boundary adjustment actually results in the creation of at least a 10 foot setback from the building wall. As shown on the tentative plat, (Attachment H) the western boundary of Tract 'B' is offset from the previous property boundary for the four existing attached units by approximately one foot. Portions of the east elevation (i.e., the garage for the northeast unit) are as close as one foot from the boundary with Tract 'B'. While development standards contained in LDC Section 4.0.60.j.2(f) allow a garage to be up to 14 feet from the centerline of an alley, the required property line setback distances must be provided unless the garage is oriented to the alley from zero to 45 degrees. The subject garage does not satisfy this exception. Therefore, the applicant requests a variance to the minimum rear yard setback distance along the east elevation of the four existing attached units.

It should be noted that the need for this request results from providing a six-foot wide planter strip and a five-foot wide sidewalk along the west side of the alley and including these amenities within the boundaries of Tract 'B' rather than placing them within the Durrant Property. The planter strip and sidewalk are not required components of an alley, but the applicant believes that safe pedestrian circulation through this portion of the site is important. Additionally, the applicant did not feel is was appropriate to burden the current property owner with the long term maintenance of these amenities by placing them within the boundary of the Durrant Property. If the sidewalk and planter strip weren't provided, or if they were situated within the boundaries of the Durrant Property, then the required rear yard setback distance could have been established. Given the benefits generated by configuring this portion of the site as proposed, the applicant believes the variance is justified.

Lot Coverage and Green Area

Attachments 'F' and 'G' provide lot coverage information for each of the 12 lots that would be created through the development plan. The square-footage of each lot covered by either building footprints or vehicular maneuvering areas (i.e., individual driveways, common internal drives, and a fire turnaround) is less than 70 percent of the total lot area.

Please see the response to Section 3.6.50, below, for information on green area and private open space provided by the development plan.

Attachment M-30

Attachment III-242

Section 3.6.40 - MULTIPLE BUILDINGS ON ONE LOT OR SITE

To provide privacy, light, air, and access to the dwellings within the development, the following minimum standards shall apply to multiple residential buildings on a single lot or site in the RS-12 Zone:

a. Buildings with opposing windowed walls shall be separated by 20 ft.

d. Building separation shall also apply to building projections such as balconies, bay windows, and room projections.

e. Buildings with courtyards shall maintain separation of opposing walls as listed in "a," through "c," above.

f. Where buildings exceed a length of 60 ft. or exceed a height of 30 ft., the minimum wall separation shall be increased. The rate of increased wall separation shall be one ft. for each 15 ft. of building length over 60 ft., and two ft. for each 10 ft. of building height over 30 ft.

Attachment 'O' provides elevations for each of the proposed dwelling types. Each of the four elevations of every building contains windows. The site plan indicates that buildings longer than 60 feet (Buildings 1 through 6) would be situated at least 21 feet from one another, consistent with Section 3.6.40. This distance applies to all architectural aspects of the buildings, including balconies, bay windows, and room projections. None of the proposed structures are more than 30 feet tall.

g. Driveways, parking lots, and common or public sidewalks or multi-use paths shall maintain the following separation from dwelling units built within eight ft. of ground level.

1. Driveways and parking lots shall be separated from windowed walls by at least eight ft.; sidewalks and multi-use paths shall be separated by at least five ft.

2. Driveways and parking lots shall be separated from living room windows by at least 10 ft.; sidewalks and multi-use paths shall be separated by at least seven ft.

3. Driveways and uncovered parking spaces shall be separated from doorways by at least five ft.

The proposed private alleys and parking areas are separated from windowed walls of each dwelling unit by at least eight feet; from living room windows by at least 10 feet; and from doorways by at least five feet. Each of the internal sidewalks is separated from windowed walls by at least five feet, and from living room windows by at least seven feet. These separation distances are also maintained for the four existing attached units.

Section 3.6.50 - GREEN AREA, OUTDOOR SPACE, LANDSCAPING, AND SCREENING

3.6.50.01 - Green Area

a. **A minimum of 30 percent of the gross lot area and a minimum of 20 percent for center-unit townhouses on interior lots, shall be retained and improved or maintained as permanent Green Area to ensure that the 70 percent maximum lot/site coverage standard of Section 3.6.30 is met. A minimum of 10 percent of the gross lot area shall consist of vegetation consisting of landscaping or naturally preserved vegetation.**

b. **Landscaping within the required Green Area shall be permanently maintained in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Landscaping shall primarily consist of ground cover, ferns, trees, shrubs, or other living plants and with sufficient irrigation to properly maintain all vegetation. Drought-tolerant plant materials are encouraged. Design elements such as internal sidewalks, pedestrian seating areas, fountains, pools, sculptures, planters, and similar amenities may also be placed within the permanent Green Areas.**

c. **The required Green Area shall be designed and arranged to offer the maximum benefits to the occupants of the development and provide visual appeal and building separation. These provisions shall apply to all new development sites and to an addition or remodeling of existing structures that creates new dwelling units.**

As noted above, no more than 70 percent of each of the proposed lots would be covered by buildings or vehicular areas. The balance of each lot is retained as Green Area. Attachments 'F' and 'G' present information on the percentages of green area for each lot, all of which have at least 30 percent of their area either formally landscaped or improved with the types of design elements described in Section 3.6.50(b). Green Area is effectively arranged to create buffers between buildings, to separate buildings from vehicular areas, and to provide areas for outdoor activity.

3.6.50.02 - Private Outdoor Space Per Dwelling Unit

a. **Private Outdoor Space shall be required at a ratio of 48 sq. ft. per dwelling unit. This Private Outdoor Space requirement may be met by providing patios and balconies for some or all dwelling units, or by combining Private Outdoor Space and Common Outdoor Space as allowed by Section 3.6.50.04.**

b. **Private Outdoor Space, such as a patio or balcony, shall have minimum dimensions of six-by-eight ft.**

c. **Private Outdoor Space shall be directly accessible by door from the interior of the individual dwelling unit served by the space.**

d. **Private Outdoor Space shall be screened or designed to provide privacy for the users of the space.**

e. **Private Outdoor Space may be considered as part of the 30 percent Green**

Area required under Section 3.6.50.01, if it is located on the ground. Upper-story balconies cannot be counted.

3.6.50.04 - Option to Combine Private and Common Outdoor Space

a. The private and Common Outdoor Space requirements may be met by combining them into areas for active or passive recreational use. Examples include courtyards and roof-top gardens with pedestrian amenities. However, where larger Common Outdoor Spaces are proposed to satisfy Private Outdoor Space requirements, they shall include pedestrian amenities such as benches or other types of seating areas.

b. The combined outdoor space may be covered, but it shall not be fully enclosed.

Except for the four units of each senior quad building, each of the proposed dwelling units is provided with a Private Outdoor Space of at least 48 square feet, with minimum dimension of no less than six-by-eight feet. Attachments 'F' and 'G' note the locations of patios and porches associated with each of the units, while Attachment 'O' provides scaled dimensions of these amenities. Landscaping consisting of shrubs, groundcover, and perennial plants will be installed along edges of each Private Outdoor Space to create privacy for residents, (Attachment I-1). A vegetative buffer at least three feet tall will be established in these areas to enhance privacy.

To satisfy the Private Outdoor Space requirements for the senior quad buildings, the applicant relies on Section 3.6.50.04 to provide this space as part of the total common outdoor area apportioned to these units. Two common outdoor areas are proposed in the eastern portion of the site; a 4,270 square foot common green and a 3,000 square foot basketball court. If the senior quad dwellings were constructed, the minimum Common Outdoor Space demand generated by Buildings 8 through 18 would be 4,300 square feet. Assuming that the 3,000 square foot basketball court was used to satisfy the demand generated by each of the single family homes, that leaves 4,270 square feet of common area to account for the demand generated by the two duplexes and the two senior quad buildings. A total of 2,400 square feet would be required for these dwellings, leaving a surplus of 1,870 square feet, which is more than sufficient to accommodate the 384 square foot Private Outdoor Space demand generated by the senior quad units.

In the event that front porches are not considered as Private Outdoor Space, then the applicant notes that Section 3.6.50.04 allows Common Outdoor Space to satisfy this requirement. This interpretation would effect the one-bedroom units contained in each of the five-unit multiplex buildings. Based on the area required for a one-bedroom unit, at least 1,488 square feet of common outdoor space would be needed to also meet the private outdoor space standard [(6x200sf) + (6x48sf) = 1,488sf]. As noted on Attachment 'G', Common Green No. 1 is 6,800 square feet in area, but is only required to be 5,700 square feet to satisfy requirements of Section 3.6.50.03. Thus, the surplus of 1,100 square feet is more than adequate to provide the total minimum Private Outdoor Space required for each of the one-bedroom units contained in the five-plex buildings.

3.6.50.03 - Common Outdoor Space Per Dwelling Unit

a. **In addition to the Private Outdoor Space requirements of Section 3.6.50.02, Common Outdoor Space shall be provided in developments of 20 or more dwelling units, for use by all residents of the development, in the following amounts:**

   1. **Studio, one- and two-bedroom units: 200 sq. ft. per unit**

   2. **Three or more bedroom units: 300 sq. ft. per unit**

b. **The minimum size of any Common Outdoor Space shall be 400 sq. ft., with minimum dimensions of 20-by-20 ft.**

c. **A Common Outdoor Space may include any of the following, provided that they are outdoor areas: recreational facilities such as tennis, racquetball, and basketball courts, swimming pool and spas; gathering spaces such as gazebos, picnic, and barbecue areas; gardens; preserved natural areas where public access is allowed; and children's tot lots.**

d. **The Common Outdoor Space may be considered as part of the 30 percent Green Area required under Section 3.6.50.01. The Common Outdoor Space shall not be located within any buffer or perimeter yard setback area.**

e. **A children's tot lot shall be provided for each 20 units. The minimum dimensions for any tot lot shall be 20-by-20 ft., with a minimum size of 400 sq. ft. The tot lot shall include a minimum of three items of play equipment such as slides, swings, towers, and jungle gyms. Any one or a combination of the following shall enclose the tot lot: a 2.5 to 3 ft.-high wall, fence, or planter; or benches or seats.**

Two Common Outdoor Areas are shown on Attachments 'F' and 'G', one in either portion of the site. Common Green Area No. 1 (6,800 sf) is intended to satisfy the minimum area required for buildings 1 through 6, while Common Green Area No. 2 (4,270 sf) contains sufficient square-footage to account for almost all of the outdoor space required for buildings 8 through 18. In addition to Common Green No. 2, a 3,000 square foot sport court is also provided in Phase I of the project that is large enough to account for the remaining outdoor space demand generated by Buildings 8 through 18.

There are a total of 15 one- and two-bedroom units, and 9 three-bedroom units distributed amongst buildings 1 through 6. This results in a minimum required Common Outdoor Area of 5,700 square feet. Common Area No. 1 is of sufficient area to satisfy the common outdoor space requirement for these buildings.

If the applicant chooses to construct the "senior quads", Buildings 8 through 18 would contain a total of 8 one-bedroom units, 6 two-bedroom units, and 5 three-bedroom units, for a total required Common Outdoor Area of 4,300 square feet. Thus, the total area contained by Common Green No. 2 and the sport court is sufficient to satisfy Section 3.6.50.03(a) for these dwellings. This remains true if the applicant chooses to construct traditional four-plex dwellings instead of the "senior quads." In that case, the bedroom

unit composition for the easterly portion of the site would be 6 two-bedroom units and 13 three-bedroom units, for a total demand of 5,100 square feet of common outdoor space.

In accordance with Section 3.6.50.01, Parts (b) through (e), each of the common outdoor areas is at least 20-by-20 feet; are not located in a required buffer area or setback; and, based on the number of units, contain one tot lot with dimensions of at least 20-by-20 feet. At this point, the applicant has not chosen recreational amenities for the common green areas, or play equipment and a method of enclosure for the tot lot, and requests that these requirements be included as conditions of approval that are tied to the issuance of building permits.

3.6.50.06 - Location of Green Area

In determining where Green Areas should be placed on a development site, consideration shall be given to the following:

a. Preserving otherwise unprotected natural resources and wildlife habitat on the site, especially as large areas rather than as isolated smaller areas, where there is an opportunity to provide a recreational or relaxation use in conjunction with the natural resource site;

b. Protecting lands where development more intensive than a Green Area use may have a downstream impact on the ecosystem of the vicinity. The ecosystem in the vicinity could include stands of mixed species and conifer trees, natural hydrological features, wildlife feeding areas, etc.;

c. Enhancing park sites adjacent to the convergence of sidewalks and/or multi-use paths;

d. Enhancing recreational opportunities near neighborhood commercial activity centers; and

e. Enhancing opportunities for passive relaxation and recreation for residents, employees, and/or visitors within a development site.

Given the considerations listed in Section 3.6.50.06 and the characteristics of the site, the applicant has chosen to locate the required Green Areas in a manner that makes them easily accessible from each of the proposed dwelling units.

Visual Elements

As discussed above, similar dwelling types are grouped together in separate portions of the site. In general, duplex and detached single family homes are located east of Jasper Street, while the triplexes and multiplex buildings are situated to the west. This relationship establishes a building mass and scale continuity across the site so that each portion is differentiated by its perceived density. Locating the duplex and single family homes on the eastern portion of the site also addresses the need to place building styles in this area that are compatible with the four existing single-story attached units. However, while the multifamily buildings are of a larger scale and mass, they have been designed with many of

the same architectural features as the duplex and single family homes. Details common to the Craftsman style, such as combined side and front gabled roofs, a mixture of window styles, eave brackets, covered front porches, and articulated exterior walls, give the multifamily buildings an architectural style similar to that of the single family dwellings, (Attachment O). These elements will serve to minimize the larger scale of the multifamily buildings by visually separating each unit from the others, despite being part of a larger building.

The proposed dwelling arrangement also establishes a gradual building scale and building mass transition along Conser Street. The Conifer Village Subdivision, which is north of the site on the east side of Conser, is developed entirely with detached single family homes. Beginning approximately 250 feet north of the site, some of these dwellings front on Conser Street. By situating the various dwelling types as proposed, the more intensive multifamily dwellings are further away from existing lower density, less intensive development.

Applicable Land Development Code Sections:

Section 3.6.30 - RS-12 DEVELOPMENT STANDARDS

Table 3.6-1

	Standard
h. Maximum Structure Height	**35 ft., not to exceed a solar envelope approved under Chapter 2.18 - Solar Access Permits or Chapter 4.6 - Solar Access**

Attachment 'O' provides scaled architectural elevations and floor plans for each of the proposed buildings. At roughly 29 feet, the five-plex dwellings would be the tallest of the structures proposed.

Noise, Odors, Lighting, and Signage

Applicable Comprehensive Plan Policies:

7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:

B. Noise or light pollution; and

Noise, odors, lighting, and signage patterns for the proposed development will be typical of those experienced in residential developments of similar densities. The applicant has proposed all exterior on-site lighting to have fully cut-off fixtures. A Lighting Plan has been submitted which represents the photometric light levels anticipated throughout the site. An increase in noise from vehicular traffic and in exterior ambient lighting would be

expected in comparison to existing conditions. However, these aspects of development will only impact the site itself and the immediate vicinity. Other than the four existing residential attached units, the next closest developed area is the Conifer Village Subdivision. All other parcels surrounding the site are currently undeveloped and will likely remain that way, given City of Corvallis ownership and the presence of protected Locally Significant Wetlands.

No impacts from odors or signage are anticipated by the applicant. Refuse generated by residents of the development will be either gathered for collection at common trash enclosures located near the multifamily and duplex dwellings, or contained in private residential receptacles for the detached single family homes. Proposed signage will be installed consistent with standards for the RS-12 zone, as noted in LDC Chapter 4.7.

Applicable Land Development Code Sections:

Section 4.2.80 - SITE AND STREET LIGHTING

Pursuant to City Council Policy 91-9.04, *"The City of Corvallis is interested in well shielded, energy efficient street lighting sources that direct the light source downward where it is needed, not up or sideways where it is wasted and causes glare, light trespass, and bright skies."*

All developers shall submit a proposed lighting plan for approval that meets the functional security needs of the proposed land use without adversely affecting adjacent properties or the community. This criteria is satisfied upon compliance with the provisions listed below and shall be substantiated by the applicant's submittal of the necessary information to demonstrate compliance, such as information including but not limited to manufacturers' specifications:

a. **For safety purposes, lighting shall be provided in all areas designed to include pedestrian activities, such as streets, sidewalks, multi-use paths, parking lots, buildings, and plazas.**

b. **With the exception of lighting for public streets, which is maintained by the City through a contract with an electric company, all other lighting used to illuminate streets, buildings, sidewalks, multi-use paths, parking lots, plazas, or the landscape, shall be evaluated during the plan review process associated with requests for permits.**

c. **Site lighting that may be confused with warning, emergency, or traffic signals is prohibited.**

d. **Light sources shall be concealed or shielded to the maximum extent feasible to minimize the potential for glare and unnecessary diffusion on adjacent property. Compliance with this provision shall be demonstrated by ensuring that, when evaluated from a point four ft. above the ground, bulbs of light fixtures are not visible from adjacent property.**

e. **All new Subdivision street lights and future street-light luminaire replacements within the existing street-light system shall be flat-lens fully shielded luminaires.**

f. **Standard placement of street lights shall be at intersections, in the middle of long blocks, and in dead end streets and long Cul-de-sacs.**

g. **Background spaces such as parking lots shall be illuminated as unobtrusively as possible to meet the functional needs of safe circulation and of protecting people and property. Foreground spaces, such as building entrances and plaza seating areas, shall use local lighting that defines the space without glare.**

The applicant has submitted a site lighting plan for the proposed development that shows the ground illumination pattern for new private fixtures installed outside of buildings, around common green areas, and along the private alleys, (Attachment M). These 12-foot tall pedestrian-scale fixtures will be of a design that is consistent with LDC Section 4.2.80(d). These fixtures are proposed at the intersection of each alley with a public street and at the dead-end on Sorrel Place, within Tract 'C'. The applicant prefers to use the specified fixtures in these locations rather than typical 30-foot tall poles so that a consistent residential illumination pattern is maintained throughout the site.

Section 4.7.90 - ALLOCATION PROVISIONS AND SIGN STANDARDS BY ZONE

The following provisions and design standards, organized by zone designation, specify how a property's total sign allocation may be used. Unless specified elsewhere in these regulations, total sign allocation shall be determined by multiplying the length of the property's primary frontage by the primary frontage multiple, which varies from zone to zone as described below.

4.7.90.01 - Sign Standards for All Residential Zones Except MUR

a. **Table 4.7-1 - Residential Zones Except MUR, and its associated special instructions in "b," below, outline the sign standards for all residential zones except the Mixed Use Residential (MUR) Zone. The zones subject to this Section include:**

1. **RS-1;**
2. **RS-3.5;**
3. **RS-5;**
4. **RS-6;**
5. **RS-9;**
6. **RS-9(U);**
7. **RS-12;**
8. **RS-12(U); and**
9. **RS-20.**

Table 4.7-1 - Residential Zones Except MUR

Sign Type	*Primary Frontage Multiple*	*Maximum Sign Area*	*Maximum Sign Height*	*Maximum Sign Projection*	*Setback*
Attached	*0.10 sq. ft.*	*5 sq. ft.*	*16 ft.*	*6 in.*	*NA*
Temporary	*0.10 sq. ft.*	*5 sq. ft.*	*4 ft.*	*NA*	*NA*

b. **Special Instructions -**

1. **Attached signs shall not extend above eaves.**

2. **Unless specified below, signs shall be limited to one frontage.**

3. **Where a primary frontage exceeds 100 ft.:**

   a) **Permanent monument signs are allowed - minimum setback is five ft.;**

   b) **Maximum height for temporary and monument signs is six ft.;**

   c) **Maximum Sign Area is 16 sq. ft.; and**

   d) **Illuminated signs are permitted.**

4.7.90.09 - Signs in Planned Developments

A sign plan shall be required for all Planned Developments consistent with Chapter 2.5 - Planned Development, whether or not variations from the requirements of this Chapter are requested. The plan shall establish the location and allocation guidelines for signs in a way that ensures all parties in the development have an equitable opportunity to communicate through signs without creating undue negative effects on surrounding properties. The sign plan shall be reviewed as follows:

a. **The sign plan shall be reviewed by the Planning Commission concurrently with the Detailed Development Plan.**

b. **Before approving the sign plan, the Commission shall find that the signs in the proposed sign plan comply with this Code and/or are compatible with the types of development, existing and future, surrounding the Planned Development.**

c. **A Sign Permit for each sign in a Planned Development shall be obtained prior to construction or installation. A proposed sign shall comply with these regulations and any additional guidelines or conditions specified in the approved sign plan before a Permit may be issued for the sign.**

The applicant is proposing to install one monument sign immediately west of the intersection at Conser Street and Jasper Street, (Attachments F and G). The monument sign will be situated within the area located north of the triplex dwellings and will be accented by landscaping. Permits for the sign will be obtained by the applicant before installation to ensure consistency with the applicable standards from LDC Chapter 4.7.

Landscaping for Buffering and Screening

Applicable Land Development Code Sections:

Section 4.2.20 - GENERAL PROVISIONS

a. **Required Landscaping -**

1. Landscaping and Irrigation Plans - Where a landscape plan is required by this Code, by a particular proposal, and/or by Conditions of Approval, detailed planting plans, irrigation plans and other related plans shall be submitted for review and approval with Building Permit applications and/or prior to the recordation of a Final Plat, as applicable. Building Permits, including Foundation Permits, shall not be issued until the Director has determined that the plans comply with the purposes clause and specific standards in this Chapter, any specific proposal(s), and/or Conditions of Approval that apply to the particular project. On a case by case basis, and where no Significant Natural Features would be impacted, the Director may grant an exception and allow the issuance of permits. Required landscaping shall be reviewed and approved by the Director, and in no case shall landscaping be less than that required by this Chapter. Landscaping shall consist of ground cover, shrubbery, and trees.

2. Installation - All required landscaping and related improvements, such as irrigation, etc., shall be completed prior to the issuance of a Certificate of Occupancy. Additionally, all required landscaping and related improvements within the public right-of-way, and/or required by Conditions of Approval in conjunction with recording of the Final Plat, shall be completed or financially guaranteed prior to the recording of a Final Plat. If an applicant chooses to financially secure landscaping and related improvements in order to record a Final Plat, such financial security shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount at least equivalent to 120 percent of the cost of the installation of the landscaping and related improvements.

3. Coverage within Three Years - All required landscaping shall provide a minimum 90 percent ground coverage within three years. A financial guarantee shall be provided for new residential development, with the exception of areas within single-family or Duplex lots. A financial guarantee shall also be provided for new nonresidential development, and nonresidential redevelopment that involves a 3,000 sq. ft. or 20 percent expansion, whichever is less, except that 20 percent expansions less than 500 sq. ft. are exempt. The financial guarantee shall cover maintenance for a three-year period from the date that the landscaping was installed by the applicant and accepted by the City. This guarantee shall be established prior to the issuance of a Final Certificate of Occupancy and prior to recording of a Final Plat. Additionally, this guarantee shall be consistent with the provisions of this Code, shall be reviewed and approved by the Director, and shall be for an amount that is at least equivalent to 50 percent of the cost of installation of required landscaping and related improvements, plus 20 percent of the 50 percent figure.

   To release this guarantee at the end of the three-year period, the developer shall provide a report to the Director. This report shall be prepared by a licensed arborist or licensed landscape contractor and shall verify that 90 percent ground coverage has been achieved, either by successful plantings or by the installation of replacement plantings. The Director shall approve the report prior to release of the guarantee.

b. Appropriate care and maintenance of landscaping on-site and landscaping in the adjacent right-of-way is the right and responsibility of the property owner, unless

City ordinances specify otherwise for general public and safety reasons. A City permit is required to plant, remove, or prune any trees in a public right-of-way. Pruning shall be in accordance with the American National Standards Institute (ANSI) A300 standards for Tree Care Operations. Landscaping, buffering, and screening required by this Code shall be maintained. If street trees or other plant materials do not survive or are removed, materials shall be replaced in kind.

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

2. Plants to be preserved and methods of protection shall be indicated on the detailed planting plan submitted for approval. Existing trees and shrubs shall be considered preserved if the standards in Section 4.12.60.f are met.

e. Planters and boundary areas used for required plantings shall have a minimum diameter of five ft., or 2.5 ft. radius, inside dimensions. Where the curb or the edge of these areas is used as a tire stop for parking, the planter or boundary plantings shall be a minimum width of 7.5 ft.

g. In no case shall shrubs, conifer trees, or other screening be permitted within Vision Clearance Areas of street, alley, or driveway intersections, or where the City Engineer otherwise deems such plantings would endanger pedestrians and vehicles.

The applicant has submitted a Landscape Plan for the proposed development, (Attachment I-1). The applicant will provide the City with a final landscaping and irrigation plan that achieves the coverage requirements noted in LDC Section 4.2.20.a(3). Submittal of this final plan will occur prior to the issuance of building permits for each phase.

Attachment 'I-2' notes the location of trees that currently exist at the site. All of the trees that meet the LDC definition for a "significant tree" are Black Cottonwoods, except one Fir tree located at the northwest corner of the four existing attached units. A total of 52 Black Cottonwoods are proposed to be removed in order to develop the site. While these trees would normally be subject to the protection provisions in LDC Chapters 4.2 and 4.12, the site was inventoried as part of the Natural Features project and not selected as a location where existing vegetation should be protected. Only portions of the existing wetlands were distinguished in this manner. Therefore, the trees are eligible for removal without consideration of necessary mitigation. In addition, a number of these trees are located where new setback sidewalks are to be constructed and will need to be removed in order to accommodate these improvements. Nevertheless, the applicant points out that at least 50 new medium canopy and large canopy trees will be planted throughout the site,

not including the new street trees to be installed along Conser Street, Jasper Street, and Sorrel Place.

Consistent with LDC 4.2.20(e), planters and boundary areas have a minimum diameter of at least five feet. None of the planters will be used as a tire stop for parking spaces.

Vision clearance areas at each of the public street intersections and at intersections of public streets and private alleys are shown on Attachment 'I'. Proposed landscaping features have been placed consistent with the City's transportation plan standards so that these areas will not be obscured.

Section 4.2.30 - REQUIRED TREE PLANTINGS AND MAINTENANCE

a. Tree Plantings -

Tree plantings in accordance with this Section are required for all landscape areas, including but not limited to parking lots for four or more cars, public street frontages, private streets, multi-use paths, sidewalks that are not located along streets, alleys, and along private drives more than 150 ft. long.

1. <u>Street Trees</u> -

a) Along streets, trees shall be planted in designated landscape parkway areas or within areas specified in a City-adopted street tree plan. Where there is no designated landscape parkway area, street trees shall be planted in yard areas adjacent to the street, except as allowed elsewhere by "d," below;

b) Along all streets with planting strips in excess of six ft. wide and where power lines are located underground, a minimum of 80 percent of the street trees shall be large canopy trees;

c) Planting strips on Local Connector and Local streets shall be planted with medium canopy trees; and

d) If planting strips are not provided on Arterial, Collector, and Neighborhood Collector Streets, an equivalent number of the required large and required medium canopy trees shall be provided in other locations within common open space tracts on the site, or within the front yard setback areas of the parcels and lots adjacent to the street. Such plantings in-lieu-of street trees shall be in addition to the mitigation trees required in Section 4.12.60;

3. Along sidewalks and multi-use paths not located along streets, a minimum five ft.-wide landscaping buffer is required on either side of the facility. Examples of sidewalks and multi-use paths not located along streets include pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. Within these buffers, trees shall be planted at least every 30 ft., or as determined by the type of tree used. See Table 4.2-1 - Street Trees and Table 4.2-2 - Parking Lot Trees;

6. Trees in parking areas shall be dispersed throughout the lot to provide a canopy for shade and visual relief.

Table 4.2-1 - Street Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	**-**	**Maximum 30 ft. on-center spacing**
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	**-**	**Maximum 50 ft. on-center spacing**

Table 4.2-2 - Parking Lot Trees

Medium-canopy trees: trees that normally reach 30-50 ft. in height within 30 years	**-**	**Minimum one tree per eight cars**
Large-canopy trees: trees that normally reach 30-50 ft. in height within 30 years, but exceed 50 ft. in height at maturity	**-**	**Minimum one tree per 12 cars**

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

2. <u>Additional Standards for Alleys Serving Residential Use Types</u> -

c) Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;

As a result of the proposed development, existing curbside sidewalks along Jasper Street, Sorrel Place, and Conser Street will be reconstructed as separated sidewalks. A new 12-foot wide planter strip and five-foot wide sidewalk will be installed along the south side of Conser Street, from the intersection at Jasper Street to the westerly site boundary. A six-foot wide planter strip and a five-foot wide sidewalk will be constructed along both sides of Jasper Street, as well as along the north side of Sorrel Place. These areas will be landscaped with a combination of turf and appropriate street trees at the spacing distances noted in Table 4.2.-1 of Section 4.2.30. As noted on Attachment 'I' large canopy trees will be planted along Conser Street, while medium canopy trees will be used along Jasper Street and Sorrel Place. In accordance with LDC Section 4.2.30.a.1, Parts (a) and (d), one large canopy tree will be planted behind the sidewalk along Conser Street that is adjacent to Building 10.

Several pedestrian walkways extend throughout the development. Landscape buffers at least five feet wide parallel these paths. The requisite number of trees noted in LDC Section 4.2.30.a(3) will be planted along either side of the paths at the minimum spacing required, unless the pattern is interrupted by a building or other obstruction that would compromise the health of a tree at maturity.

Two common parking areas are proposed as part of the private alleys that loop through the site. The westerly parking area includes planter islands that will contain medium canopy trees at a rate of one tree per every eight cars. In order to provide the minimum number of spaces required in the easterly parking area for the duplex and contemplated four-plex dwellings the applicant was not able to include parking lot trees in islands. Rather, the applicant proposes to plant large canopy trees behind the adjacent pathway where space allows. A total of 24 parking spaces are provided in this area, so, consistent with Table 4.2-2, at least two large canopy trees will be planted. By using large canopy trees in this manner, a comparable amount of shade will be created for the parking area as would have occurred if medium canopy trees were planted in islands.

Both of the proposed private alleys will be situated in separate tracts. Trees are shown along both of the proposed private alleys as they loop through either portion of the site. Consistent with LDC Section 4.0.60.j.2©, at least one tree will be planted along either alley within each abutting lot, (Attachment I-1).

Section 4.2.40 - BUFFER PLANTINGS

Buffer plantings are used to reduce apparent building scale, provide a transition between contrasting architectural styles, and generally mitigate incompatible or undesirable views. They are used to soften rather than block viewing. Where required, a mix of plant materials shall be used to achieve the desired buffering effect. At minimum, this mix shall consist of trees, shrubs, and ground cover, and may also consist of existing vegetation, such as natural areas that will be preserved.

At minimum, buffering is required in areas identified through Conditions of Approval, in areas required by other provisions within this Code, and in Through Lot areas, and as required below.

Parking, Loading, and Vehicle Maneuvering Areas -

a. Buffering is required for parking areas containing four or more spaces, loading areas, and vehicle maneuvering areas. Boundary plantings shall be used to buffer these uses from adjacent properties and the public right-of-way. A minimum five-ft.-wide perimeter landscaping buffer shall be provided around parking areas; and a minimum 10 ft.-wide perimeter landscaping buffer shall be provided around trees. Additionally, where parking abuts this perimeter landscape buffer, either parking stops shall be used or planters shall be increased in width by 2.5 ft. On-site plantings shall be used between parking bays, as well as between parking bays and vehicle maneuvering areas. Low-lying ground cover and shrubs, balanced with vertical shrubs and trees, shall be used to buffer the view of these facilities.

Decorative walls and fences may be used in conjunction with plantings, but may not be used alone to comply with buffering requirements.

b. **In addition to any pedestrian refuge areas, each landscaped island within and around parking lot areas shall -**

1. **Include one or more shade canopy trees;**

2. **Be a minimum length of eight ft. at its smallest dimension;**

3. **Include at least 80 sq. ft. of ground area per tree to allow for root aeration; and**

4. **Include raised concrete curbs around the perimeter.**

c. **Connecting walkways through parking lots shall have one or more canopy shade tree per 40 linear ft. Driveways to or through parking lots shall have one or more canopy shade tree per 40 linear ft. on each side. These trees shall be planted in landscape areas within five ft. of the walkways and driveways, respectively.**

As required by Section 4.2.40, buffer landscaping will be used between each of the triplex and multiplex buildings and around the parking areas, (Attachment I-1). The landscape buffers located adjacent to parking areas are consistent with the minimum dimensions and soil area noted in Section 4.2.40, Parts (a) and (b), and will be planted with medium canopy trees where required. Landscape buffers along portions of the private alleys that do not contain parking spaces will also be planted with medium canopy trees at a spacing consistent with Section 4.2.40©.

Although not required, the applicant proposes to install a densely planted landscape buffer in the area north of the three triplex buildings, which has been designated as the front yard for Lot 12. Despite standards from LDC Chapter 4.10 that require these structures to be oriented toward Conser Street, the applicant prefers to create a substantial visual separation between the street and these dwellings. Conser Street is designated as a Collector Street and designed to carry traffic at a volume that is less than optimal for fostering a quality residential setting for these units. When combined with the maximum allowed setback distance of 25 feet, the landscaping will create a sheltered area for residents to conduct outdoor activities without feeling exposed to the vehicular-oriented street environment.

Section 4.2.50 - SCREENING (HEDGES, FENCES, WALLS, AND BERMS)

Screening is required where unsightly views or visual conflicts must be obscured or blocked and/or where privacy and security are desired. Fences and walls used for screening may be constructed of wood, concrete, stone, brick, wrought iron, or other commonly used fencing/wall materials. Acoustically designed fences and walls shall also be used where noise pollution requires mitigation.

Where landscaping is used for required screening, it shall be at least six ft. in height and be at least 80 percent opaque, as seen from a perpendicular line of sight, within 18 months following establishment of the primary use of the site.

A chainlink fence with slats shall qualify for screening only if a landscape buffer is provided in compliance with Section 4.2.40, above.

4.2.50.01 - Height Limit

The height of hedges, fences, walls, and berms shall be measured from the lowest adjoining finished grade, except where screening is required for parking, loading, storage, and similar areas. In these cases, height shall be measured from the finished grade of such improvements. Screening is not permitted within Vision Clearance Areas, as determined by the City Engineer.

a. Hedges, fences, and walls shall not exceed three ft. in height within any required yard adjacent to a street or within the Through Lot easement area of a lot. See Through Lot in Chapter 1.6 - Definitions. See also Chapter 4.4 - Land Division Standards for additional Through Lot requirements. The Director may grant an exception to this provision under the following circumstances:

1. Where required by the Planning Commission to meet screening requirements;

2. Where an applicant wishes to allow portions of a screen to encroach up to two ft. into an exterior side yard, excluding the front yard area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall not exceed five ft. in height and shall maintain Vision Clearance Area standards; or

3. Where an applicant wishes to allow portions of a screen to encroach up to five ft. into a Through Lot easement area. This type of encroachment pertains to a screen that is designed and constructed with off-sets to prevent visual monotony. In this situation, the hedge, fence, or wall shall maintain an average setback of 20 ft. from the rear property line, shall not exceed five ft. in height, and shall maintain Vision Clearance Area standards. Gates are required in rear yard fences on Through Lots, since it remains the property owner's responsibility to maintain the area outside the fence. In Multi-dwelling developments or Planned Developments and Subdivisions, a 20 ft.-wide planting area shall be established between the sidewalk and the fence. The planting area shall be designed to minimize maintenance and to ensure that coniferous trees are planted at least 15 ft. from the sidewalk.

b. Notwithstanding the height restrictions outlined in "a," above, the height of solid fences and walls shall be limited to a maximum of four ft. along the boundaries of sidewalks and multi-use paths that are not adjacent or parallel to streets. Examples of such situations include sidewalks and multi-use paths adjacent to pedestrian and bicycle connections between Cul-de-sacs or between residential areas and neighborhood centers, etc. The limitation on these solid forms of screening is intended to increase visibility and public safety. Portions of fences above four ft. in height are allowed, when they are designed and constructed of materials that are open a minimum of 50 percent. Fence and wall heights shall be measured from the grade of the sidewalk or multi-use path. Fences and walls along sidewalks and multi-use paths shall be located outside of any associated rights-of-way and/or easement areas.

c. Hedges, fences, and walls may exceed three ft. in rear and interior side yards, except when these yards abut a sidewalk or multi-use path, in which case provisions in "b," above, apply. Fences and walls over six ft. high require Building

Permit approval prior to construction.

d. **Earthen berms up to six ft. in height may be used to comply with screening requirements. The slope of a berm may not exceed 3:1. The faces of a berm's slope shall be planted with ground cover, shrubs, and trees.**

e. **Long expanses of fences and walls shall be designed to prevent visual monotony through the use of off-sets, changes of materials and textures, or landscaping.**

4.2.50.02 - Service Facilities and Outdoor Storage Areas

Trash dumpsters, gas meters, ground-level air conditioning units and other mechanical equipment, other service facilities, and outdoor storage areas shall be appropriately screened with a fence, wall, or plantings, consistent with the landscape screening provisions in this Section. When located adjacent to a residential zone, outdoor components associated with heat pumps, ground-level air conditioning units and similar kinds of equipment that create noise shall not be placed within any required setback area. Additionally, if such equipment is located adjacent to a residential zone and between five - 10 ft. of a property line, it shall be screened with a solid fence or wall at least one ft. higher than the equipment. When such equipment is located adjacent to a residential zone and outside a required setback line, and is greater than 10 ft. from a property line, standard screening requirements in this Section shall apply.

Fences are proposed to be installed in various portions of the site. To create privacy for the residents of the single family detached homes, the applicant requests the option of installing a six-foot tall privacy fence along the rear lot line of Lots 1 through 7. Where the fence passes between the rear of unit 12 and the adjacent walkway, the height of the fence would be limited to four feet, as required by Section 4.2.50.01(b). Side yard fences might also be used on both sides of units 12 through 18. The other fence proposed will extend along the perimeter of the site and through the landscaped area north of the three triplex buildings. This ornamental split-rail fence will be a maximum of four feet tall and simply serve to denote the boundaries of the development and not function as a screen. Landscaping will be used along all fences to prevent a monotonous appearance.

Three common trash enclosures are proposed to occupy the site; two in the westerly private alley and one along the easterly private alley. Fencing and/or landscaping will be used to screen these facilities, as required by Section 4.2.50.02.

Transportation Facilities

Applicable Comprehensive Plan Policies:

11.2.10 **Development proposals shall be reviewed to assure the continuity of sidewalks, trails, multi-use paths, and pedestrian ways.**

11.3.4 **The City shall maintain the carrying capacity and viability of major arterials and other major streets by developing, adopting, and implementing access control standards that restrict or reduce curb cuts and other direct access points, require adequate rights-of-way, setback lines, and road**

improvements as part of the development process.

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within all areas of the community.

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.7.5 New or redeveloped residential, retail, office, and other commercial, civic, recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.

The proposed development will include the construction of new private transportation facilities, as well as the improvement of existing public streets. As shown on Attachments 'F' and 'G', a looped network of two private alleys will connect the residential portions of the site with Conser Street, Jasper Street, and Sorrel Place. Improvements to Conser Street will include the installation of a 12-foot wide planter strip and a five-foot wide separated sidewalk, beginning at the intersection with Jasper Street and ending at the western site boundary. Jasper Street will be improved to contain five-foot wide separated sidewalks and six-foot wide planter strips, consistent with the standards for a Local Street. The same improvement will also take place along the north side of Sorrel Place. Additional right-of-way is proposed to be dedicated to extend Sorrel Place to the western boundary of the site. The typical right-of-way width for a local street is 50 feet, however, the original subdivision plat for Seavey Meadows only dedicated a width of 40 feet for both Jasper Street and Sorrel Place. The applicant proposes to dedicate 10-feet of additional right-of-way width for Jasper Street and an additional width of five feet along Sorrel Place. Right-of-way will also be dedicated along the site's Conser Street frontage to facilitate future improvements, (Attachments F and G).

Pedestrian circulation will be facilitated by a new network of paths that connect all portions of the site with the abutting public streets, (Attachments F and G). This will allow residents of the development to move safely throughout the site and enable them to reach public transit services currently provided along Conser Street.

Applicable Land Development Code Sections:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

j. Alley standards shall be as follows -

1. Standards for Alleys Serving both Residential and Nonresidential Use Types

a) Alleys serving Residential Use Types shall be privately owned, with the exception of existing publicly owned alleys. Alleys serving nonresidential Use Types may be private, but are strongly encouraged to be public;

b) Alleys shall be concrete and designed consistent with City Engineering Standards;

c) **Alleys shall be clearly marked to prohibit parking, unless designed to accommodate it;**

d) **An alley serving six or more dwelling units shall be contained within a separate, privately owned tract of land, and required setbacks shall be measured from the tract property lines of the alley;**

e) **Alleys shall be unobstructed at least to their minimum required width. Service areas provided adjacent to alleys shall not encroach into the alleys;**

f) **Site layouts of alleys may include, but are not limited to, straight alleys, T-shaped alleys, L-shaped alleys, etc.;**

g) **Although emergency access to structures is provided via streets the majority of the time, in cases where an alley provides required emergency access to a structure(s), the alley shall be a minimum of 20 ft. wide and have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate emergency vehicles;**

h) **Developments that intend to have garbage pick-up services and/or loading facilities from alleys shall have adequate turning radii on curves, Ts, and Ls, where needed, to accommodate service vehicles and large trucks;**

i) **Public access easements shall be provided for all private alleys;**

j) **Private alleys shall be maintained by adjacent property owners, a property owners' association, or through a privately administered arrangement instituted by the developer. Maintenance responsibilities for private alleys shall be identified in deed restrictions filed with the Final Plat or prior to the issuance of final occupancy permits in cases where there is no plat to be filed; and**

k) **Utilities within alleys shall be placed underground.**

An 'L' shaped private alley is proposed in either portion of the site to provide vehicular access from the adjacent public streets to the various dwellings. Both alleys will be situated is separate tracts and be maintained by the applicant. A public access easement will be recorded over each tract as required.

Each of the proposed dwellings is set back from the boundaries of either alley tract consistent with the standards for the RS-12 zone. In the western portion of the site, either a rear or side yard setback would apply to the triplex and multiplex dwellings. The triplex dwellings would be at least 20 feet from the edge of the alley, while the multiplex buildings are set back no less than 17 feet. Within the eastern portion of the site, either front or rear yard setbacks would be applicable to the associated dwellings. A setback distance of at least 10 feet separates each dwelling from edge of the alley.

As noted on Attachments 'F' and 'G', the pavement width for each alley is 24 feet, which does not include the common parking spaces provided along the alleys. This width and the curve radii used to design the alleys is sufficient to allow for emergency vehicle and service vehicle access.

2. **Additional Standards for Alleys Serving Residential Use Types -**

a) **One-way alleys shall have a minimum width of 12 ft., and two-way alleys a minimum width of 16 ft. One-way alleys shall be clearly designed as one-way alleys and shall be signed accordingly;**

b) **Alley segments shall not exceed 350 ft.;**

c) **Street trees shall be provided on either side of the alley tract, outside the tract, at the rate of one tree per lot, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. Such street trees are also required in cases where the Director approves an exception to the requirement for the alley to be in a separate tract, for infill developments less than two acres in size;**

d) **Structures other than garages may be located along the outside boundaries of alleys with no setback required, provided they do not interfere with either the circulation of vehicles into garages or visual clearance;**

f) **Garages adjacent to two-way alleys shall be located no closer than 14 ft. from the centerline of the alley unless they are angled from the alley zero degrees to 45 degrees, in which case they may be located along the outside boundaries of the alleys with no setback required. See Figure 4.0-1 - Garages Oriented to Alley at 45 Degrees, Thereby Allowing Either a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage and Figure 4.0-2 - Garages Oriented to Alley at Zero Degrees, Thereby Allowing a One-way Alley or a Two-way Alley with No Setback Required Between the Alley and the Garage.**

Both alleys are designed to function as two-way facilities. As noted above in the discussion on site landscaping, at least one tree will be planted within each lot that fronts on either alley. Other than the residential dwellings, the only other structures proposed adjacent to the alleys are common trash enclosures. These facilities will immediately abut the edge of the alley but not hamper the circulation of vehicles or constrain necessary lines of sight.

Garages for each of the proposed triplex units will be accessed from the westerly alley. The face of each garage is oriented parallel to the alley and set back from its centerline by approximately 40 feet.

The centerline of the easterly private alley is approximately 275 feet long, which is consistent with LDC Section 4.0.60.j.2.(b). However, due to the existing public street pattern and the need to provide two points of connection with these public streets, the westerly alley is more than 350 feet long. The applicant notes that an additional connection could have been made between Sorrel Place and the east-west segment of the alley. Doing so would have significantly reduced the area of Common Green No. 1 and increased the total amount of impervious cover for the site. Presumably, the 350-foot length maximum is intended to minimize the distance that people would have to travel before accessing a public street. The applicant notes that while the westerly alley is longer than 350 feet, pedestrian pathways provided between Sorrel Place and the east-west portion of the alley reduce the total distance that must be traveled to reach a public street.

Additionally, it won't always be necessary for vehicles to travel the entire length of the alley to reach a street. By designing the alley with a pavement width of 24 feet and providing parking spaces along its length, motorists would be able to turn their vehicles around and return to the same street from which they'd originally accessed the alley. The maximum distance traveled in such a scenario would be no more than 260 feet. Taking these aspects of the site plan into consideration, the applicant believes that granting a variance to LDC Section 4.0.60.j.2(b) is reasonable.

k. Location, grades, alignments, and widths for all public and private streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected. The following standards shall apply:

1. Grading plans are required and shall demonstrate that the proposal does not contain any grade changes (cuts or fills) that are inconsistent with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Cut and fill is measured vertically from natural grade. The grading plan shall identify all proposed cuts and fills and the associated grade changes in ft. to demonstrate adherence to this provision. Streets shall be designed along natural contours.

8. Right-of-way and improvement widths shall be as specified in the Transportation Plan and Table 4.0-1 - Street Functional Classification System.

Table 4.0-1- Street Functional Classification System[1]

	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
Auto amenities (lane widths)[2]	2-5 Lanes (11 - 14 ft.)	2-5 Lanes (12 ft.)	2-3 Lanes (11 ft.)	2 Lanes (10 ft.)	2 Lanes (10 ft.)	Shared Surface
Bike amenities[3]	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	2 Lanes (6 ft.)	Shared Surface	Shared Surface
Pedestrian amenities	2 Sidewalks (6 ft.) Ped. Islands	2 Sidewalks (5 ft.) Ped. Islands	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)	2 Sidewalks (5 ft.)
Transit	Typical	Typical	Typical	Typical	Permissible/not typical	Permissible/not typical
Managed speed[4]	20 mph - 55 mph	25 mph - 45 mph	25 mph - 35 mph	25 mph	25 mph	15-20 mph
Curb-to-curb width[5] (two way)						
No on-street parking	34 ft - 84 ft.*	34 ft.-72 ft.	34 ft.-45 ft.	32 ft.	20 ft.*	20 ft.*
Parking one side	42 ft. - 84 ft.	NA	NA	40 ft.	28 ft.	25 ft.*
Parking both sides	50 ft. - 84 ft.	NA	NA	48 ft.	28-34 ft.	28 ft.
Traffic calming[6]		No	Permissible/ not typical	Typical	Permissible	Permissible

Table 4.0-1- Street Functional Classification System[1]						
	Arterial Highway	Arterial	Collector	Neighborhood Collector	Local Connector	Local
Preferred adjacent land use	High Intensity	High Intensity	Med. to High Intensity	Medium Intensity	Med. to Low Intensity	Low Intensity
Access control	Yes	Yes	Some	No	No	No
Turn lanes		Continuous and/or medians with ped. islands	Typical at intersections with Arterials or Collectors	Not typical	Not typical	Not typical
Planting strips[7&8]	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 12 ft. Except across areas of Natural Features	Two - 6 ft. Except across areas of Natural Features	Two - 6 ft.[7] Except across areas of Natural Features[7&8]
Through-traffic connectivity		Primary function	Typical function	Typical function	Permissible function	Permissible function

1. These standards do not preclude the flexibility currently allowed through the Planned Development process in Chapter 2.5 - Planned Development.

2. Lane widths shown are the preferred construction standards that apply to existing routes adjacent to areas of new development, and to newly constructed routes. On Arterial and Collector roadways, an absolute minimum for safety concerns is 10 ft. Such minimums are expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width.

3. An absolute minimum width for safety concerns is five ft., which is expected to occur only in locations where existing development along an established sub-standard route or other severe physical constraints preclude construction of the preferred facility width. Parallel multi-use paths in lieu of bike lanes are not appropriate along the Arterial-Collector system due to the multiple conflicts created for bicycles at driveway and sidewalk intersections. In rare instances, separated (but not adjacent) facilities may provide a proper function.

4. Arterial Highway speeds in the Central Business or other Commercial zones in urban areas may be 20-25 mph. Traffic calming techniques, signal timing, and other efforts will be used to keep traffic within the desired managed speed ranges. Design of a corridor's vertical and horizontal alignment will focus on providing an enhanced degree of safety for the managed speed.

5. Street design for each development shall provide for emergency and fire vehicle access. Street widths of less than 28 ft. shall be applied as a development condition through the Subdivision process in Chapter 2.4 - Subdivisions and Major Replats and/or the Planned Development process in Chapter 2.5 - Planned Development. The condition may require the developer to choose between improving the street to the 28-ft. standard or constructing the narrower streets with parking bays placed intermittently along the street length. The condition may require fire-suppressive sprinkler systems for any dwelling unit more than 150 ft. from a secondary access point. * To be applied in RS-9 and lesser zones.

6. Traffic calming includes such measures as bulbed intersections, speed humps, raised planted medians, mid-block curb extensions, traffic circles, signage, and varied paving materials and is addressed in the Transportation Plan.

7. Through the Planned Development Review Process, the planting strip along Local streets and around the bulbs of Cul-de-sacs may be reduced or eliminated.

8. Where streets must cross protected Natural Features, street widths shall be minimized by providing no on-street parking and no planting strips between the curb and the sidewalk on either side of the street.

As discussed above, all improvements to existing public streets will be consistent with the respective standards for each transportation facility classification. No significant alterations to the site's topography will be necessary in order for these improvements to be constructed.

Please see the discussion on pedestrian oriented design standards, as well as the Circulation Section of Part I of this narrative, below, for additional information on the proposed transportation facilities. Relevant findings from those discussions are incorporated here by reference as findings under the criteria cited above.

Traffic and Parking

Applicable Comprehensive Plan Policies:

11.3.9 Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.

11.4.3 All traffic generators shall provide adequate parking.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

A traffic study was performed for the proposed development to determine if transportation system operational deficiencies would result, and, thus, need to be mitigated. In addition, a supplemental addendum was prepared to address changes to the unit mix, (Attachment P). The study and addendum concluded that development of the site, as proposed, will not result in degradation of the current level of service experienced at affected street intersections to a point that mitigation is necessary. Please refer to the Circulation Section of this project narrative for a complete discussion.

As mentioned above, adequate parking facilities will be provided for each of the proposed dwellings at the ratios stipulated by LDC Chapter 4.1. This includes areas for both vehicles and bicycles , (Attachments F and G). Please see below for further discussion.

Applicable Land Development Code Sections:

Section 4.1.20 - GENERAL PROVISIONS

j. Location of Required Parking -

1. Vehicles

a) Vehicle parking shall be located consistent with Chapter 4.10 - Pedestrian Oriented Design Standards, such that it does not separate buildings from streets except for driveway parking associated with single-family development. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided that these spaces are within driveway areas designed to serve individual units in the Duplexes and Triplexes, consistent with Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes. Parking to the side of buildings is

allowed in limited situations, as outlined in Chapter 4.10 - Pedestrian Oriented Design Standards.

b) Vehicle parking required for Residential Uses in accordance with RS-1, RS-3.5, RS-5, RS-6, RS-9, RS-9U, RS-12, and RS-12U Zone provisions shall be provided on the development site of the primary structure. Except where permitted by sections 4.1.30.g.4 and 4.1.50.02 below, required parking for all other Use Types in other zones, as well as Residential Uses developed in accordance with RS-20 and MUR provisions, shall be provided on the same site as the Use or upon abutting property. Street right-of-way shall be excepted when determining contiguity, except on Arterial, Collector, and Neighborhood Collector Streets, where a controlled intersection is not within 100 ft. of the subject property.

2. Bicycles - Bicycle parking required for all Use Types in all zones shall be provided on the development site in accordance with Section 4.1.70, below.

k. Unassigned Parking in Residential Zones -

1. Vehicles - Multi-dwelling units with more than 10 required vehicle parking spaces shall provide unassigned parking. The unassigned parking shall consist of at least 15 percent of the total required parking spaces and be located such that they are available for shared use by all occupants within the development.

2. Bicycles - Multi-dwelling units with more than 10 required bicycle parking spaces shall provide bicycle shared parking. The shared parking shall consist of at least 15 percent of the total required parking spaces, to be located such that they are available for shared use by all occupants within the development.

q. Parking Reduction Allowed -

1. A reduction of up to 10 percent of required vehicle parking may be allowed if a transit stop, developed consistent with Corvallis Transit System guidelines and standards, is located on-site or within 300 ft.

Section 4.1.30 - OFF-STREET PARKING REQUIREMENTS

Minimum parking requirements for Use Types in all areas of the City, with the exception of the Central Business (CB) Zone and the Riverfront (RF) Zone, are described in Sections 4.1.30.a through 4.1.30.f. Minimum parking requirements for the Central Business (CB) Zone are described in Section 4.1.30.g.

a. Residential Uses Per Building Type -

1. Single Detached and Single Attached - Zero Lot Line, and Manufactured Homes -

a) Vehicles - Two spaces per dwelling unit.

b) Bicycles - None required.

2. **Duplex, Attached, and Multi-dwelling** -

a) **Vehicles** -

1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - 2.5 spaces per unit.

b) **Bicycles** -

1) Studio or Efficiency Unit - One space per unit.
2) One-bedroom Unit - One space per unit.
3) Two-bedroom Unit - 1.5 spaces per unit.
4) Three-bedroom Unit - Two spaces per unit.

b. Civic Use Types -

Unless noted otherwise, number of spaces refers to vehicle parking requirements, and the number of spaces for bicycle parking shall be 10 percent of required vehicle parking or two bicycle spaces, whichever is greater. However, where fewer than three vehicle spaces are required, then only one bicycle parking space shall be required.

2. **Community Recreation Buildings** - One space per 200 sq. ft. of gross floor area.

Section 4.1.70 - STANDARDS FOR BICYCLE ACCESS AND PARKING

All bicycle parking facilities required in conjunction with development shall conform to the standards in this Section. Bicycle parking shall be located on-site with safe, convenient access to the public right-of-way, and shall conform to the Bicycle Rack Specifications adopted by the City Engineer, as amended from time to time.

a. Location

1. Safe, convenient pedestrian access shall connect the bicycle parking area to the main entrance of the site's Primary Use.

2. If the bicycle parking area is located within the vehicle parking area, the bicycle facilities shall be separated from vehicular maneuvering areas via curbing or other barriers to prevent damage to parked bicycles.

3. Curb cuts shall be installed to provide safe, convenient access to bicycle parking areas.

4. Where bicycle parking facilities are not directly visible and apparent from the public right-of-way, entry and directional signs shall be used to direct bicyclists to the facility.

5. Bicycle parking facilities shall be placed in a location convenient to the main entrance of the site's Primary Use.

6. For security and convenience, bicycle parking facilities shall be located in areas visible to the adjacent sidewalks and/or vehicle parking areas within the site.

b. Dimensions

1. Bicycle parking spaces shall each be a minimum of six ft. by two ft.

2. Overhead clearance in covered areas shall be at least seven ft.

3. A minimum five ft.-wide aisle shall be provided beside or between each row of bicycle parking.

c. Enclosures and Racks

1. Bicycle parking facilities shall include lockable enclosures (lockers) in which the bicycle is stored, or stationary objects (racks) to which bicycles may be locked.

2. Lockers and racks shall be securely anchored to the pavement or a structure.

3. Bicycle racks and covered bicycle parking shall be designed consistent with the standards of the City Engineer.

d. Covering

1. At minimum, 50 percent of the required bicycle parking shall be covered unless the facility is in a public park or the Central Business (CB) Zone.

2. If vehicle parking is covered, a proportionate amount of bicycle parking shall also be covered. However, the minimum amount specified in "1," above shall be provided.

3. Covering for bicycle parking facilities shall be permanent and shall provide protection from precipitation.

4. Covering may be provided by an independent outdoor structure, a parking garage, a wide roof overhang, or a wide awning. Bicycle parking facilities may also be located within buildings, provided the other requirements of this Section are met.

e. Lighting

1. For security and convenience, lighting shall be provided in bicycle parking areas such that the facilities are thoroughly illuminated and

visible from adjacent sidewalks and/or vehicle parking areas during all hours of use. Lighting shall be consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

The following tables present the minimum parking demand for each proposed housing composition alternative by unit type.

Table 2 – Vehicular Parking Demand Disposition for Residential Buildings (Senior Quads)

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Single Family Detached	*2 spaces per dwelling*	*7*	*14*
Duplex (2 bedroom)	*1.5 spaces per unit*	*4*	*6*
Senior Quad (1 bedroom)	*1 space per unit*	*8*	*8*
Triplex (3 bedroom)	*2.5 spaces per unit*	*9*	*21**
Five-plex (1 bedroom)	*1 space per unit*	*6*	*6*
Five-plex (2 bedroom)	*1.5 spaces per unit*	*9*	*14*
		TOTAL	***69***

*NOTES: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Table 3 – Vehicular Parking Demand Disposition for Residential Buildings (Four-plexes)

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Single Family Detached	*2 spaces per dwelling*	*7*	*14*
Duplex (2 bedroom)	*1.5 spaces per unit*	*4*	*6*
Four-plex (3 bedroom)	*2.5 spaces per unit*	*8*	*18**
Triplex (3 bedroom)	*2.5 spaces per unit*	*9*	*21**

Unit Type	*Parking Demand Ratio*	*Number of Units*	*Number of Spaces Provided*
Five-plex (1 bedroom)	*1 space per unit*	*6*	*6*
Five-plex (2 bedroom)	*1.5 spaces per unit*	*9*	*14*
		TOTAL	***79***

*NOTES: * Relies on 10 percent reduction due to proximity of public transit services on Conser Street.*

Detached Single Family Dwellings

Each of the detached single family dwellings will be constructed with a single car garage and a 19-foot long driveway that will be used to accommodate the two off-street vehicular parking spaces required by LDC Section 4.1.30.a.1(a). Bicycle parking for these units will be handled by space in the garage of each dwelling.

Duplex, Senior Quads, and Four-plex Dwellings

Common parking spaces located along the easterly private alley will be used to satisfy the parking demand generated by each of the duplexes and either the senior quad or four-plex dwellings. A total of 24 common parking spaces are provided. If the senior quads are built, a minimum of 14 spaces required to serve these dwellings and the two duplexes. If the two four-plex buildings were constructed instead, the total demand would be 26 spaces. As allowed through LDC Section 4.1.20.q(1), the applicant would account for a deficiency of two spaces in this scenario by relying on the site's proximity to an existing Corvallis Transit Service line that runs along Conser Street. All 24 of the common parking spaces will be unassigned and available for use by any of the residences, consistent with LDC Section 4.1.20.k(1).

Per Section 4.120.i.1(b), required vehicular parking spaces are to be provided on the development site of the primary structure. As noted above, the parking spaces required for each of the duplex units and either the senior quads for four-plex dwellings is proposed to be situated along the easterly private alley. While the boundaries of the lot containing either the senior quads or the four-plex buildings will include the parking spaces along the easterly alley, spaces required for each of the duplexes will not be contained on the lot for these dwellings. The private alley will be constructed in a separate tract, which will be owned by the applicant along with each of the duplex buildings, so even though the spaces will not be on the same lot as the primary dwelling, they will be controlled by the same owner.

While configuring the spaces in this manner potentially increases the distance residents of the duplex units must travel to reach their car, it also eliminates the potential for cars to detract from the visual appearance of the dwellings. Further, if each of the duplexes were

provided with a separate parking area (e.g., garage and a driveway), the opportunity for more conflict between vehicles and pedestrians would increase due to the distribution of vehicular movement over a larger portion of the site. Therefore, the applicant believes that arranging the parking spaces as proposed provides benefits that are at least comparable to those that would have resulted from meeting the LDC standard.

Up to 34 bicycle parking spaces are required for the duplex units, and either the senior quads or the four-plex dwellings, (Attachment G). This demand will be satisfied through the combined use of floor space within each unit and the 14-bike parking spaces located near Common Green No. 2. Weather protection will be provided over at least 50 percent of the bicycle spaces, all of which will be visible throughout the day from adjacent public spaces and illuminated at night.

Triplex Dwellings

Vehicular parking demand for the triplex units will be mostly accommodated through the use of private garages and driveways. As with the single family detached homes, a single car garage and 19-foot long driveway will be constructed with each unit in order to provide a total of 18 parking spaces. When the 10% transit reduction is applied, then the required parking is reduced from 23 spaces to 21. The applicant requests that the north side of Sorrel Place be allowed as a location to provide the remaining three parking spaces, which constitutes a deviation from LDC Section 4.1.20.j.1(b). Sorrel Place is designated as a local street and will be located within a 45-foot wide right-of-way with 28 feet of pavement width. On street parking is allowed on Local Streets per the Corvallis Transportation Master Plan and standards contained in LDC Chapter 4.0. The applicant also notes that Sorrell Place is a dead-end street that will likely only carry traffic related to the proposed development. Allowing this paved surface to provide some of the required parking spaces eliminates the need for increasing the total amount of impervious cover on the site, and lessens the amount of stormwater run-off that would otherwise be generated by the development. To ensure that only the north side of Sorrel Place is used for this purpose, the applicant will install "No Parking" signs along the split-rail fence proposed to extend the length of the south side of the street. Curbs extending along both sides of either alley will be painted red with white lettering "No Parking - Fire Lane."

Private garages attached to each of the nine triplex units will be used to provide required bicycle parking spaces for these dwellings.

Multiplex Dwellings

Similar to the eastern portion of the site, vehicular parking demand for each of the multiplex units is proposed to be provided along the south side of the private alley that loops between Jasper Street and Sorrel Place. A total of 20 parking spaces are shown in this location, which, based on the information presented in Tables1 and 2, is sufficient to satisfy the minimum number of required spaces.

In conjunction with a 12-bike parking area located near Common Green No. 1, floor space within some of the proposed multiplex units will be relied on to provide the remaining minimum number of bicycle parking spaces, (Attachment G). Weather protection will be provided over at least 50 percent of the common outdoor bicycle parking spaces, which will be visible throughout the day from adjacent public spaces and illuminated at night.

Community Building

The proposed community building has a gross floor area of roughly 1,700 square feet. This results in a minimum parking demand of nine parking spaces based on the ratio presented in LDC Section 4.1.30.b(2). As with a portion of the parking demand associated with the triplex units, the applicant requests that the north side of Sorrel Place be used to provide these parking spaces. Again, it is likely that residents of the development will be the using community building most of the time, and, therefore, be able to simply walk or ride a bike to reach the building rather than drive. On the rare occasion that individuals do drive to the facility, Sorrel Place and Jasper Street are designed to accommodate on-street parking, and the presence of parked cars in this location will not hinder the efficient flow of traffic along the street.

As noted on Attachment 'O', bicycle parking associated with the community building will be located on the covered porches at the west end of the building. The LDC requires that bicycle parking be provided at 10 percent of the minimum vehicular parking demand, or a minimum of two spaces, whichever is greater. In this case of the community building, two bicycle spaces are required. The applicant proposes to provide four covered spaces.

Existing Four Attached Units

The Detailed Development Plan originally approved for Seavey Meadows stipulated that a total of 2.38 parking spaces be provided for each unit. Two of these spaces were to be situated on the development site, while the remaining 0.38 space, which was intended to account for guests, could be accommodated on the abutting public streets. The applicant has confirmed that each of the units has one parking space in a private garage and one additional off-street space in either a driveway or elsewhere on each of the respective lots. As for the 1.52 or 2 on-street parking spaces (0.38 x 4 = 1.52), the north side of Sorrel Place will remain available to satisfy this requirement.

Utility Infrastructure

Applicable Comprehensive Plan Policies:

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

The applicant has provided a utility plan that demonstrates how public utility services will be extended throughout the site, (Attachment L). All necessary facilities (i.e., water, sanitary, and storm drainage lines) are available to the site, and have adequate capacity to accommodate the construction of the new dwelling units and vehicular circulation areas. In certain locations of the property, existing service lines will be abandoned or realigned to facilitate development of the site as proposed. Please see the Public Facilities and Services Section of Part I of this project narrative for further discussion on this topic. Findings from that discussion are incorporated here by reference as findings under the criteria cited above.

Effects on Air and Water Quality

Applicable Comprehensive Plan Policies:

7.2.6 The City will encourage new development to be sensitive to the environment by having the development avoid significant negative impacts on:

A. Air and water quality;

Corvallis is currently in compliance with State and Federal air quality standards. It is anticipated that air pollution impacts resulting from the proposed improvements will be minimal and related to the additional motor vehicle traffic associated with this type of residential development.

The applicant does not anticipate adverse water quality impacts resulting from the proposed development. Each of the proposed buildings will be connected to public water lines. Stormwater run-off generated by an increase in impervious materials throughout the site will be managed by new drainage lines, water quality facilities, and detention facilities installed by the applicant. These facilities will be constructed consistent with standards put forth by the City of Corvallis through its Stormwater Master Plan and accompanying appendices. Please see the Public Facilities and Services section of Part I of this project narrative for further discussion. Relevant findings from that discussion are incorporated here by reference as findings under the criterion cited above.

Pedestrian Oriented Design Standards

Applicable Land Development Code Sections:

Section 4.10.50 - STANDARDS FOR DETACHED SINGLE-FAMILY, TWO-UNIT ATTACHED SINGLE-FAMILY, AND DUPLEX RESIDENTIAL BUILDING TYPES

4.10.50.01 - Building Orientation, Privacy, and Facades Adjacent to Pedestrian Areas

a. **Orientation of Dwellings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.**

The orientation standard of this Section is satisfied when the provisions in "1," and "2," below, are met. See Figure 4.10-1 - Allowed Access to Single-family Development When Lots Do Not Front Directly on a Street.

1. **Primary building entrances face the streets or are directly accessed by a sidewalk or multi-use path less than 100 ft. long; and**

2. **Primary dwelling unit entrances open directly to the outside and do not require passage through a garage or carport to gain access to the dwelling.**

b. **Privacy - If the side wall of a dwelling or accessory dwelling is on or within three ft. of the property line, ground floor windows or other openings that allow for visibility into the side yard of the adjacent lot shall not be allowed. Windows that do not allow visibility into the side yard of the adjacent lot, such as a clerestory window or a translucent window, are allowed.**

c. **Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. Facades referenced in this provision include garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.**

d. **Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

Each of the proposed detached single family dwellings is consistent with the criteria cited above. Primary dwelling entrances for each unit face Sorrel Place, open directly to the outside of the dwelling, and are less than 100 feet from the street along a private walkway. As shown on Attachment 'O', the front facade of each dwelling will have at least 15 percent window coverage. None of the building walls for these dwellings will be within three feet of a property line.

Each of the proposed duplexes is consistent with a majority of the standards cited above. Buildings 8 and 9 are oriented toward Sorrel Place and their front doors are less than 100 feet from the adjacent public sidewalk. Each of the primary dwelling entrances open directly to the outside and does not require passage through another portion of the building. None of the exterior walls of the duplex buildings are within three feet of a property line. As shown on Attachment 'O', each of the building elevations that face either a street or a sidewalk has at least 15 percent of its area occupied by windows or doors.

As noted above and on Attachment 'K', the site is relatively flat and will not experience significant topographical changes as a result of the proposal. None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project.

4.10.50.02 - Maximum Widths of Street-facing Garages/Carports, Placement, and Materials

a. Maximum Widths of Street-facing Garages/Carports

1. Lots ≥ 50 Ft. in Width - For dwellings with front-loaded garages/carports, the width of the garage wall or carport facing the street shall be no more than 50 percent of the width of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. Additionally, the term garage wall pertains to the whole wall and not just the doors. See Figure 4.10-2A - Unacceptable Width of Street-facing Garage on a Lot ≥50 ft. and Figure 4.10-2B - Acceptable Width of Street-facing Garage on a Lot ≥50 ft.

2. Lots < 50 Ft. in Width - For dwellings with front-loaded garages, the area of the garage wall facing the street shall be no more than 50 percent of the area of the dwelling's street-facing facade. Front-loaded garages/carports are attached garages/carports with entrances facing the same street as the dwelling's entrance. The area shall be measured in sq. ft. and, with the exception of gabled areas and second stories, the entire facade of the garage shall be measured. The interior of the garage determines the width of the garage facade, not just the garage doors. See Figure 4.10-3A - Unacceptable Street-facing Garage Area and Figure 4.10-3B - Acceptable Street-facing Garage Area. Both of these figures are located on the next page. For dwellings with front-loaded carports, the carports shall be subject to the same restrictions outlined in "1," above.

b. Garage and Carport Placement - Garages and carports shall be placed only as indicated in the options below. The applicant shall indicate the proposed option(s) on plans submitted for building permits. Additionally, measurements may be taken from the second floor of homes, provided the second floor spans across the entire garage/carport.

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Garage/Carport Placement Options -

2. **Front Accessed Garage with Four-ft. Recess - Vehicular entrances face the street and are recessed at least four ft. from the front wall of the dwelling as shown in Figure 4.10-5 - Garage Facing Street and Recessed at Least Four Ft., on the next page. The recess from the front wall of the dwelling shall be measured from the front wall of the living space area, not from the front porch, a bay window, or other projection or architectural feature.**

8. **Flush or Recessed Single Car Garage - Vehicular entrances face the street and are flush with or recessed up to four ft. from the front wall of the dwelling, and the garage/carport is a single-car garage/carport that is a maximum of 12 ft. wide. These options are shown below in Figure 4.10-10 - Single Car Garage Access Recessed from Front Wall of Dwelling and in Figure 4.10-11 - Single Car Garage Flush from Front Wall of Dwelling.**

c. **Garage and Carport Materials - Garages and carports, when provided, shall be constructed of the same building materials as the dwelling.**

Lots 1 through 6 are less than 50 feet wide along the front lot line, while Lots 7 is more than 50 feet wide. Correspondingly, the width of front loaded garages of the dwellings proposed for Lots 1 through 6 is less than 50 percent of each dwelling's street facing facade. The same holds true for a comparison of the area of the garage wall with the area of the street-facing building elevation of each of the proposed single family dwellings, (Attachment O).

As shown on Attachment 'O', single car garages attached to each of the single family dwellings will be front-loaded and recessed by at least four feet from the living area. The same building materials used to construct the dwelling will also be used to construct the garage of each single family dwelling.

4.10.50.03 - Menus for Pedestrian Features and Design Variety

a. **Pedestrian Features Menu - Each home shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate the proposed options on plans submitted for building permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.**

1. **Elevated Finished Floor - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.**

2. **Front Porches/Patios - A front porch or front patio a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and covered by a minimum of 60 percent to provide weather protection.**

3. **Sidewalk/Walkway to Front Door - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.**

Each of the proposed single family homes will have a front porch with minimum dimensions of at least six feet by 10 feet and a minimum area of at least 60 square feet. A hard surface sidewalk, separated from the driveway and at least three feet wide will extend from the public sidewalk to the entrance of each detached dwelling unit.

Similarly, the front door of each of the duplex units will be accessible from a street sidewalk via a hard surface walkway that is at least three feet wide. Passage through a driveway area will not be necessary.

b. **Design Variety Menu - Roof forms shall be at least a 4:12 pitch. Additionally, each home shall incorporate a minimum of three of the following seven building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.**

1. **Increased Roof Pitch - A minimum 6:12 roof pitch.**

2. **Eaves - Eaves with a minimum 18-in. overhang.**

3. **Building Materials - At least two different types of building materials including but not limited to stucco and wood, brick and stone, etc.. Alternatively, a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc., on facades facing streets. These requirements are exclusive of foundations and roofs and pertain only to the walls of a structure.**

4. **Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.**

5. **Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.**

6. **Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, covered porches greater than 60 sq. ft. in size, balconies above the 1st floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and**

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no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.

7. **<u>Architectural Details</u> - Architectural details used consistently on dwelling facades. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or divided lights, or pergolas/trellis work integrated into building facades. If a dwelling is oriented such that its front facade, which contains the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

As shown on Attachment 'O', the proposed detached and duplex dwellings will incorporate at least three of the following five design elements:

- *Primary roof pitch of at least 6:12, with only a few at 4:12;*
- *eaves with a minimum overhang of at least 18 inches;*
- *two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles);*
- *trim around windows and doors that is at least 2.25-inches wide; or*
- *a window coverage area that is at least 20 percent of the total front building elevation area.*

Section 4.10.60 - STANDARDS FOR ATTACHED SINGLE-FAMILY DWELLINGS THREE UNITS OR GREATER, TOWNHOME, TRIPLEX, FOURPLEX, AND APARTMENT RESIDENTIAL BUILDING TYPES

4.10.60.01 - Building Orientation, Entrances, and Facades Adjacent to Pedestrian Areas

All building orientations, facades, and entrances shall comply with the following standards.

a. **Orientation of Buildings - All dwellings shall be oriented to existing or proposed public or private streets, as outlined in this provision and in Chapter 4.4 - Land Division Standards, with the exception that Accessory Dwelling Units constructed in accordance with Chapter 4.9 - Additional Provisions may be accessed from an alley. Private streets used to meet this standard must include the elements in Chapter 4.0 - Improvements Required with Development. See Chapter 4.0 for public and private street standards.**

1. **Primary building entrances shall face the streets or be directly accessed by a sidewalk or multi-use path less than 200 ft. long, as shown in Figure 4.10-13 - Primary Building Entrances Within 200 Ft. of the Street, below. Primary entrances may provide access to individual units, clusters of units, courtyard dwellings, or common lobbies. Entrances shall open directly to the outside and shall not require**

passage through a garage or carport to gain access to the doorway.

2. **Open courtyard space may increase up to 50 percent of the building front beyond the maximum setback, as shown in Figure 4.10-14 - Open Courtyards, below. Open courtyard space is usable space that shall include pedestrian amenities such as benches, seating walls, or similar furnishings, and shall include landscaping. For example, an apartment building in a Mixed Use Residential Zone is required to have a front yard setback of no more than 15 ft. If a developer desires to construct a u-shaped building with a pedestrian courtyard in the center, then one half the width of the building, based upon the lineal footage of the building's street frontage, could be located farther back than the maximum setback of 15 ft.**

3. **Off-street parking and vehicular circulation shall not be placed between buildings and the streets to which those buildings are primarily oriented, except for driveway parking associated with single-family development. See Figure 4.10-13- Primary Building Entrances Within 200 Ft. of the Street for compliant locations of parking and circulation. An exception may also be granted for up to two parking spaces per dwelling unit for Duplexes and Triplexes, provided these spaces are within driveway areas designed to serve individual units within the Duplexes or Triplexes, as shown in Figure 4.10-15 - Driveway Exception for Duplexes and Triplexes, on the next page. Parking to the side of buildings is allowed in limited situations, as outlined in Section 4.10.60.02 below.**

Consistent with the criteria cited above, each of the triplex and five-plex units are accessible from a public street via a walkway that is less than 200 feet long. In the case of the triplex units, the walkway extends from the public sidewalk along Conser Street and connects with the entrance on the south side of each unit. The applicant points out that the LDC does not define "primary building entrance." While the triplexes are architecturally oriented toward Conser Street, the south entrance to each unit is viewed as the primary entrance due to the direct access it provides to the living room and garage of each unit, as well as the alley. Functionally, walkways to each of the north entrances are less likely to be used on a regular basis as on-street parking is not aloud along Conser Street, and because the dining room of each unit is at this end of the building – a space not typically associated with the primary entrance to a residence. Further, extending the pathway to the south entrance rather than the north entrance of each unit allows the landscaped area north of the triplexes to remain uninterrupted, thereby providing a cohesive recreational space. A comparison of Attachments 'G1' and 'G2' illustrates this point. Nevertheless, if connections to the north entrance of each unit are required, the applicant would prefer to remove the pedestrian pathway along the south side of the units so that the amount of impervious cover is not comparatively increased.

Regardless of whether the applicant chooses the option to construct the two senior quads or two four-plex buildings in the eastern portion of the site, these buildings will not be oriented toward a public street. However, a pathway less than 200 feet long will connect the primary entrance of these units to the public sidewalk along Conser Street. Based on the example shown in Figure 4.10-13 of the cluster of four buildings that are situated between two off-street parking areas, the applicant believes the proposed building configuration satisfies LDC Section 4.10.60.a(1). In the figure, none of the four buildings is oriented toward a public street, but its primary entrance is noted to be within 200 feet of a street.

Consistent with 4.10.60.01.a(3), parking associated with the triplexes will be situated in a single car garage and accompanying driveway for each unit. Five additional parking spaces are requested along the north side of Sorrel Place, but not immediately in front of the triplex buildings.

b. Percentage of Frontage - On sites with 100 ft. or more of public or private street frontage, at least 50 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-16 - Portion of Building Required in Setback Area on Sites with At Least 100 ft. of Frontage. For sites with less than 100 ft. of public or private street frontage, at least 40 percent of the site frontage width shall be occupied by buildings placed within the maximum setback established for the zone, except that variations from this provision shall be allowed as outlined in Section 4.10.60.01.a.2, above. See Figure 4.10-17 - Portion of Building Required in Setback Area on Sites with Less Than 100 ft. of Frontage.

Both of the proposed private alleys will be situated in separate tracts. This results in a lot being created to accommodate the three triplex buildings (Lot 12), a second lot that will contain the three five-plex buildings and the community building (Lot 11), and a third lot for either the senior quads or the four-plex dwellings (Lot 10). Lot 10 has less than 100 feet of frontage along Conser Street. Lot 11 has 100 feet of frontage along both Jasper Street and Sorrel Place. Lot 12 has more than 100 feet of frontage along Conser Street, but less than 100 feet of frontage along Jasper Street. When a lot has frontage on more than one street, Section 4.10.60.01(b) doesn't indicate if the criterion applies to all frontages. However, given that consistency with the criterion is determined based on the percentage of a building placed within the maximum setback, and that only front yard setbacks typically have a minimum and maximum distance, the applicant interprets this standard to apply to only the front yard street frontage. Therefore, only Lots 11 and 12 are subject to this standard, as the front yard for Lot 10 abuts the eastern boundary of Tract 'B' not Conser Street and no other portion of the lot abuts a street, be it public or private.

Lot 12 has approximately 257 feet of frontage along Conser Street, 50 percent of which is approximately 129 feet. The north elevation of each of the three triplexes is approximately 77 feet long, for a total building length of 231 feet, (Attachment G). Except for the covered patios provided with each unit, each triplex is set back from the public right-of-way for Conser Street by 25 feet. The applicant is unsure whether placement of the buildings up to

the maximum allowed setback distance satisfies Section 4.10.60.01(b). If this is not the case, then each of the triplexes can be shifted north so that their entire length is inside of the maximum setback distance. Such an adjustment could be accomplished through a condition of approval.

The Sorrel Place frontage of Lot 11 is approximately 255 feet long and contains buildings within the maximum allowed front yard setback for a total length of approximately 95 feet. This constitutes less than 50 percent of the frontage length. However, Sections 4.10.60.01.a(2) and 4.10.60.01(b) note that open courtyard space may increase the amount of building frontage located outside of the maximum setback up to 50 percent. (Note that Section 4.10.60.01.a(2) states that an increase to the amount of street frontage with buildings located outside of the maximum setback, as required by Section 4.10.60.01(b), is allowed if open courtyard space is present.) The applicant interprets this exception to require that only 25 percent of the street frontage stipulated in Section 4.10.60.01(b), or 50 percent of the original 50 percent, must have buildings situated within the maximum allowed setback. This results in a minimum required building frontage length of approximately 64 feet (255 x 0.25), which is satisfied by portions of the community building and Building 4 that are within the allowed maximum front yard setback of 25 feet.

c. Windows and Doors - Any facade facing streets, sidewalks, and multi-use paths shall contain a minimum area of 15 percent windows and/or doors. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 15 percent requirement.

At least 15 percent of the area of each elevation of the triplex, four-plex, five-plex, and senior quad buildings that would face streets, sidewalks, or multi use paths will contain windows and/or doors, (Attachment O).

d. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

As discussed above, the site is relatively flat. Development of the site as proposed will not drastically alter its existing topographical relief. Consistency with requirements of Chapters 4.2 have been discussed above. The site does not contain any of the natural resources or natural hazards regulated by LDC Chapters 4.5, 4.11, 4.12, or 4.13.

4.10.60.02 - Parking Location

a. Standards

1. Parking lots shall be placed to the rear of buildings. Ministerial exceptions to this standard allow parking to the

side of a building if required parking cannot be accommodated to the rear. These ministerial exceptions may be granted in the following cases:

a) Where lot depth is less than 75 ft.;

b) Where parking on the side would preserve Natural Hazards or Natural Resources that exist to the rear of a site, and that would be disturbed by the creation of parking to the rear of structures on a site;

c) Where a common outdoor space at least 200 sq. ft. is proposed to the rear of a site, and parking in the rear would prohibit the provision of this common outdoor space area for residents of a development site; and/or

d) Where parking on the side would solve proximity issues between dwelling unit entrances and parking spaces. A proximity issue in this case involves a situation where a parking lot to the rear is in excess of 100 ft. from the entrances to the dwelling units being served by the parking lot.

2. On corner lots, parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

Triplex Dwellings

Required vehicular parking for the triplex units will be provided through the use of a garage and accompanying driveway corresponding to each unit, (Attachment G). However, as noted above, three of the required parking spaces are proposed to be located along the north side of Sorrel Place. The use of a garage and a driveway to satisfy a portion of the required parking demand for each unit is consistent with standards noted in Section 4.10.60.01.a(3).

Senior Quads / Four-plex Dwellings

As discussed above, common parking spaces situated along the easterly alley are intended for use by residents of either the senior quads or the four-plex dwellings. The parking area would be situated to the side of these buildings rather the to the rear so that open space may be provided in this area instead.

Five-plex Dwellings

Vehicular parking demand generated by each of the five-plex units will be satisfied by spaces located along the south side of the private alley that loops between Jasper Street and Sorrel Place, (Attachment G). Buildings 4, 5, and 6 will be oriented so that these parking

spaces are either to the rear or to the side of the structures. The applicant notes that it is necessary to situate the parking spaces to the side of Building 4 so that a 6,800 square-foot common green area may be placed to the rear of the structure instead.

4.10.60.03 - Ratio of Garage/Carport Facade to Street, Placement, and Materials

Provisions for the ratio of garage and carport facades to the street, placement, and materials shall be as outlined in Section 4.10.50.02.

Similar to the configuration of garages attached to the proposed single family homes, single car garages attached to each triplex unit will be recessed from the front of the dwelling by at least four feet, (Attachment O). The total area of the garage wall is less than 50 percent of the total front elevation area of each triplex building. Building materials used to construct the habitable space of each triplex unit will also be used to construct the associated garage.

4.10.60.04 - Menus for Pedestrian Features and Design Variety

a. Pedestrian Features Menu for Triplexes, Fourplexes, and Townhomes - Each Triplex, Fourplex, or Townhome shall incorporate a minimum of one of the following three pedestrian features. The applicant shall indicate proposed options on plans submitted for Building Permits. While not all of the pedestrian features are required, the inclusion of as many as possible is strongly encouraged.

1. <u>Elevated Finished Floor</u> - An elevated finished floor a minimum of two ft. above the grade of the nearest street sidewalk or streetside multi-use path.

2. <u>Front Porches/Patios</u> - A front porch or front patio for each ground floor dwelling unit, with a minimum size of six ft. deep by 10 ft. wide (60 sq. ft.), and with a minimum of 60 percent of the porch or patio covered to provide weather protection.

3. <u>Sidewalk/Walkway to Front Door</u> - A minimum three-ft.-wide walkway constructed of a permanent hard surface that is not gravel and that is located directly between the street sidewalk and the front door. This walkway shall not be part of the driveway area.

Each of the triplex units will be constructed with a covered front porch, as will each of the four-plex and five-plex units, (Attachment O). These porches will be consistent with the minimum dimensions and area noted in the criterion cited above. A hard surfaced walkway a minimum of three feet wide that is separated from a driveway will extend from adjacent public sidewalks to the front door of each triplex, four-plex, and five-plex unit. Pedestrian access to each of the senior quad buildings, if constructed, would also be provided in the same manner.

b. Design Variety Menu - Roof forms shall be at least a 4:12 pitch with at least

a six-in. overhang. Mixed use buildings may provide flat roofs with a decorative cap, such as a parapet or cornice, that is a distinctive element from the main wall of the building. Additionally, each structure shall incorporate a minimum of four of the following eight building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.

1. Trim - A minimum of 2.25-in. trim or recess around windows and doors that face the street. Although not required, wider trim is strongly encouraged.

2. Building and Roof Articulation - Exterior building elevations that incorporate design features such as off-sets, balconies, projections, window reveals, or similar elements to preclude large expanses of uninterrupted building surfaces. Along the vertical face of a structure, such features shall be designed to occur on each floor and at a minimum of every 45 ft. To satisfy this requirement, at least two of the following three choices shall be incorporated into the development:

   a) Off-sets or breaks in roof elevation of three ft. or more in height, cornices two ft. or more in height, or at least two-ft. eaves;

   b) Recesses, such as decks, patios, courtyards, entrances, etc., with a minimum depth of two ft. and minimum length of four ft.; and/or

   c) Extensions/projections, such as floor area, porches, bay windows, decks, entrances, etc., that have a minimum depth of two ft. and minimum length of four ft.

3. Building Materials - Buildings shall have a minimum of two different types of building materials on facades facing streets, including but not limited to stucco and wood, brick and stone, etc. Alternatively, they shall have a minimum of two different patterns of the same building material, such as scalloped wood and lap siding, etc. on facades facing streets. These requirements are exclusive of foundations and roofs, and pertain only to the walls of a structure.

4. Increased Eaves Width - Eaves with a minimum 18-in. overhang.

5. Increased Windows - A minimum area of 20 percent windows and/or dwelling doors on facades facing streets, sidewalks, and multi-use paths. This provision includes garage facades. Gabled areas need not be included in the base wall calculation when determining this minimum 20 percent calculation.

6. **Increased Roof Pitch - A minimum 6:12 roof pitch with at least a six-in. overhang.**

7. **Architectural Features - At least one architectural feature included on dwelling facades that face the street. Architectural features are defined as bay windows, oriels, covered porches greater than 60 sq. ft. in size, balconies above the first floor, dormers related to living space, or habitable cupolas. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

8. **Architectural Details - Architectural details used consistently on dwelling facades that face streets. Architectural details are defined as exposed rafter or beam ends, eave brackets, windows with grids or true divided lights, or pergolas integrated into building facades. If a dwelling is oriented such that its front facade, which includes the front door, is oriented to a sidewalk and no facades of the dwelling face a street, then the architectural feature may be counted if it is located on the front facade.**

Each of the proposed multifamily dwellings will incorporate the following design elements, at a minimum, (Attachment O):

- *primary roof pitch of at least 6:12, with only a few at 4:12;*
- *eave overhangs of at least 18 inches;*
- *minimum window area of at least 20 percent on facades that face streets, sidewalks, or multi-use paths; and*
- *two different types of wood siding patterns and/or materials (e.g., lap and board and batten, or lap and shingles).*

4.10.60.05 - Service Areas and Roof-Mounted Equipment

a. **Service Areas - When provided, service areas such as trash receptacles shall be located to provide truck access and shall not be placed within any required setback area. When located outside a setback area, but within five-10 ft. of a property line, such service areas shall be screened on all sides with a solid fence or wall at least one ft. higher than the equipment within the service area and also screened with landscaping in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting. When located outside a setback area, but greater than 10 ft. from a property line, such service area shall still be screened, but may be screened with landscaping only, provided it is in accordance with landscape screening provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

Service areas for residential building types other than single-family, duplex, and triplex units shall be located a minimum of 20 ft. from both on-site and off-site residential buildings. Transformers shall also be screened with

landscaping. When service areas are provided within alleys, the alleys shall be constructed in accordance with the provisions in Chapter 4.0 - Improvements Required with Development.

Refuse enclosures are proposed within both multifamily portions of the site. One will be located at either end of the group of parking spaces on the south side of the private alley that is behind buildings 4, 5, and 6. A single enclosure would also be situated in the alley adjacent to Buildings 10 and 11. A distance of more than 20 feet separates these enclosures from adjacent residential buildings, (Attachment G). As discussed above, these facilities will be appropriately screened with fencing and landscaping.

Roof-mounted mechanical equipment will not be used with any of the proposed residential structures.

4.10.60.06 - Pedestrian Circulation

a. Applicability

These additional pedestrian circulation standards apply to all residential developments with eight or more units.

b. Standards

1. Continuous Internal Sidewalks - Continuous internal sidewalks shall be provided throughout the site. Discontinuous internal sidewalks shall be permitted only where stubbed to a future internal sidewalk on abutting properties, future phases on the property, or abutting recreation areas and pedestrian connections.

2. Separation from Buildings - Internal sidewalks shall be separated a minimum of five ft. from dwellings, measured from the sidewalk edge closest to any dwelling unit. This standard does not apply to the following:

a) Sidewalks along public or private streets used to meet building orientation standard; or

b) Mixed use buildings and multi-family densities exceeding 30 units per acre.

c. Connectivity - The internal sidewalk system shall connect all abutting streets to primary building entrances. The internal sidewalk system shall connect all buildings on the site and shall connect the dwelling units to parking areas, bicycle parking, storage areas, all recreational facility and common areas, and abutting public sidewalks and multi-use paths.

d. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete, or masonry; and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete and shall be at least 12 ft. wide.

Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for sidewalks and multi-use paths shall meet City Engineering standards.

e. Crossings - Where internal sidewalks cross a vehicular circulation area or parking aisle, they shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping is encouraged.

f. Safety Adjacent to Vehicular Areas - Where internal sidewalks parallel and abut a vehicular circulation area, sidewalks shall be raised a minimum of six in., or shall be separated from the vehicular circulation area by a minimum six-in. raised curb. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, shall be provided to enhance the separation of vehicular from pedestrian facilities.

g. Lighting - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.

A continuous internal sidewalk system will be constructed through the development, not just within the multifamily portions of the site. The walkways will not only connect various portions of the site to each other, but also connect with the adjacent public sidewalks along Conser Street, Jasper Street, and Sorrel Place. These walkways will be buffered from buildings and property lines by a landscaped area at least five feet wide. In portions of the site where walkways cross vehicular circulation areas they will be paved with contrasting materials. Otherwise, walkways shall be vertically separated from vehicular areas by a height of at least six inches, and horizontally separated by a landscaping strip at least five feet wide.

Where pathway abuts common parking spaces a six-inch vertical separation will be maintained between the walkway and parking space, except for handicapped parking spaces. Additionally, the walkways will be 7-½ feet wide in these areas to allow for vehicle bumper overhang, while still providing a walkway width of five feet.

Section 4.10.70 - STANDARDS FOR COMMERCIAL, INDUSTRIAL, AND CIVIC DEVELOPMENT

4.10.70.01 - Applicability

a. All new commercial, industrial, and civic building types and associated features, such as parking lots, within all zones that refer to Section 4.10.70 shall comply with Sections 4.10.70.02 through 4.10.70.05.

The subject proposal includes the construction of a new 1,700 square-foot community building. This use could be considered to qualify as a Civic Use rather than an accessory use, and would then be subject to the development standards contained in Section 4.10.70. Given this potential, the applicant has elected to respond to the relevant criteria, below.

4.10.70.02 - Building Orientation

All buildings shall be oriented, as outlined in this Section, to existing or proposed public or private streets. See Chapter 4.0 - Improvements Required with Development for public and private street standards. Buildings on corner parcels shall be oriented to both streets bordering the property. Private streets used to meet this standard must include the elements in Chapter 4.0.

The building orientation standard is met when all of the following criteria are met:

a. Street Frontage Setback - At least 50 percent of the building's linear frontage is located within the maximum setback established for the zone for structures that have street frontage, as shown below in Figure 4.10-18 - Percent of Building Frontage Within Maximum Setback Area. An exception to this requirement pertains to provisions elsewhere in this Chapter for development in the Neighborhood Center (NC) Zone. Expansion of a structure existing prior to December 31, 2006, and in conformance with the Code on that date is deemed to meet this criterion, provided the area of expansion is between the street and the existing building frontage.

b. Entrances - All building sides that face an adjacent public or private street include at least one customer entrance. When the site is adjacent to more than one street, corner entrances at an angle of up to 45 degrees, from the largest of the two adjacent streets, may be substituted for separate entrances on adjacent streets. If the building does not have frontage along an adjacent street, direct pedestrian access to the street may be achieved by a sidewalk or courtyard connecting to a street no farther than 100 ft. from the building's pedestrian entrance. Examples of these requirements are shown below in Figure 4.10-19 - Site Development Element Locations. Buildings of less than 3,000 sq. ft. fronting on only one street may provide the customer entrance on the side of the building in lieu of the front, if a sidewalk or courtyard provides a direct pedestrian connection of less than 50 ft. between the entrance and the street.

c. Parking and Vehicle Circulation - Off-street parking or vehicular circulation shall not be placed between buildings and streets used to comply with this standard, as shown above in Figure 4.10-19 - Site Development Element Locations. Where allowed by the underlying zone, outdoor vehicle display lots for sale of autos, noncommercial trucks, motorcycles, trailers with less than 10,000 lbs. gross cargo weight, motor homes, and boats may be located adjacent to streets. The parking lot perimeter landscaping requirements of Section 4.2.40 of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting shall be met.

f. Grading (Cuts and Fills) - Structures and on-site improvements shall be designed to fit the natural contours of the site and be consistent with the Natural Hazards and Natural Resource Provisions of Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions.

The community building is proposed to be located at the northwest corner of the intersection at Jasper Street and Sorrel Place. As shown on Attachment 'G', the main building wall of the east elevation is set back from Jasper Street by a distance of 10 feet for its entire length, except for a covered entry that projects five feet into this setback. The total length of the east elevation is approximately 28 feet, of which the covered entry constitutes 11 feet. Along Sorrel Place, the main building wall of the south elevation is set back a distance of at least 8 feet. The total length of the south elevation is approximately 61 feet, a portion of which that is roughly 45 feet long would be set back from Sorrel Place by a distance of 8 feet. Section 4.10.70.02(a) does not stipulate how the building frontage setback standard should be applied when a building is situated on a corner, and neither does the figure referenced in by that criterion. The applicant points out that while both the east and south building elevations contain an entrance, consistent with Section 4.10.70.02(b), Sorrel Place should be considered as the primary street frontage from which the maximum setback distance should be applied because the south building elevation is longer. Additionally, it is requested that Sorrel Place be used for vehicular parking related to the community building. Given this interpretation, the south elevation would be located in the front yard, and be consistent with the corresponding front yard setback of the RS-12 zone and the maximum building frontage setback standard of Section 4.10.70.02(a).

As mentioned above, the required vehicular parking spaces related to the community building are proposed to be located along the north side of Sorrel Place. While this is a variance to standards contained in LDC Chapter 4.1, it does not constitute a variance to Section 4.10.70.02.c, as the parking would be located on the street to which the building is oriented and not between the two.

Just like the remaining portions of the site, the topography in the area of the community building is essentially flat. The proposed excavation and grading activities will not drastically alter these conditions, (Attachment K). None of the significant natural resources or natural hazards regulated by chapters of the LDC listed in Section 4.10.50.01(d) are present within the development footprint of the project.

4.10.70.03 - Pedestrian Circulation Standards

a. Requirements for New Development and Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.c -

1. <u>Continuous Internal Sidewalks and Multi-use Paths</u> - A continuous internal sidewalk, including associated necessary sidewalk crossings, no less than five ft. wide, shall be provided from public sidewalks or rights-of-way to all customer entrances, and between customer entrances of all buildings, as shown in Figure 4.10-19 - Site Development Element Locations. Sidewalks shall be direct and convenient and form a network of walking routes. Internal multi-use paths shall be no less than 12 ft. wide.

2. <u>Sidewalks along Building Walls</u> - Sidewalks no less than five

ft. wide shall be provided along the full length of building walls featuring a customer entrance and along any wall parallel to and abutting parking areas larger than eight parking spaces, except in situations where the sidewalk would not provide connectivity between an entrance and parking area. Where sidewalks are adjacent to buildings, except along Shopping Streets, a five-ft.-wide foundation landscape strip and/or weather protection with planters shall be provided. These elements are noted in Figure 4.10-19 - Site Development Element Locations.

3. Separation and Distinction from Driving Surfaces - Where any internal sidewalk is parallel to and abuts a vehicular circulation or parking area, the sidewalk shall be raised and separated from the vehicular circulation or parking area by a raised curb at least six in. in height. In addition to this requirement, a landscaping strip at least five ft. wide, or wheel stops with landscaping strips at least four ft. wide, are strongly encouraged to enhance the separation of vehicular from pedestrian facilities.

4. Sidewalk and Multi-use Path Surface Treatment - Public internal sidewalks shall be concrete and shall be at least five ft. wide. Private internal sidewalks shall be concrete or masonry pavers, and shall be at least five ft. wide. Public multi-use paths, such as paths for bicycles, pedestrians, and emergency vehicles, shall be concrete, and shall be at least 12 ft. wide. Private multi-use paths shall be of the same materials as private sidewalks, or asphalt, and shall be at least 12 ft. wide. All materials used for public sidewalks and multi-use paths shall meet City Engineering standards.

5. Crossings - Where any internal sidewalk crosses an internal street, driveway, or parking aisle, the sidewalk shall be clearly marked with contrasting paving materials. Additional use of other measures to clearly mark a crossing, such as an elevation change, speed humps, or striping, is encouraged.

6. Connection to Adjacent Properties or Streets - In addition to the sidewalk connections required by the block development standards in Chapter 4.0 - Improvements Required with Development, sidewalk connections shall be provided between internal sidewalk networks and all adjacent planned streets, sidewalks, and multi-use paths. Multi-use paths shall be connected with adjacent multi-use paths, sidewalks, and/or bike lanes. Where appropriate, such connections shall also be provided to adjacent residential properties.

7. Planting Strips - For lots abutting existing streetside sidewalks, sidewalks shall be reconstructed with a planting strip consistent with the requirements in Chapter 4.0 - Improvements Required with Development.

The community building will rely on the internal sidewalk network that serves the remainder of the development site, as described above. These paved walkways are at least five feet wide and connect the various portions of the site with adjacent public sidewalks. As shown on Attachment 'O', the north, south, and east elevations of the community building each have an entrance. Walkways are provided along each of these elevations and are separated from the building by a landscaped area at least five feet wide. Given the required building setbacks along these elevations, it would not be possible to place yet another walkway between the public sidewalk and the proposed building.

b. Additional Requirement for New Development and Additional List of Options for Expansions of a Commercial, Industrial, or Civic Structure, Consistent with Section 4.10.70.01.d.1 - New development shall comply with one of the following five options. Expansions in accordance with Section 4.10.70.01.c shall add this list of choices to those presented in Section 4.10.70.03.a to obtain a larger list of options to comply with the requirements of Section 4.10.70.01.d.1.

Options:

1. **Driveway Consolidation - Removal of at least one driveway through outright removal or access consolidation, such that the net number of driveways for the site is at least one less than prior existing conditions for the site.**

2. **Landscape Buffer - Construction or expansion of a landscape buffer between the back of a sidewalk and existing vehicle parking or circulation areas. The constructed or expanded landscape buffer shall, when completed, be a minimum of 20 ft. wide.**

3. **Reduced Parking - Establishment of an agreement that shares parking between the subject site and an abutting site and results in a reduction of total parking spaces for the subject site to 90 percent or less of the required minimum. Such shared parking agreements may be used, provided the applicant demonstrates an adequate supply of parking for each use. Identification of surplus parking during peak periods, or surplus capacity provided due to off-peak use, are methods of demonstrating this adequacy.**

4. **Covered Walkways - Installation of weather protection resulting in covered pedestrian walkways between and around all buildings and between the primary building and adjacent public pedestrian facilities.**

5. **Notarized Letter - Where development is proposed on property adjacent to existing five-lane arterial streets or highways, recording a signed and notarized letter with the Benton County Clerk from the owner of the development site agreeing not to oppose construction of a future median or pedestrian refuge.**

Of the options listed above, the applicant requests that the proposal be considered as demonstrating consistency with Part (3) of Section 4.10.70.03.b by reducing the total parking demand for the community building through the shared use of on-street spaces. A total of nine parking spaces are required to satisfy the demand ratio assigned to this use. Rather than construct these spaces elsewhere on the site and increase the amount of impervious cover, the applicant has requested that the north side of Sorrel Place be used for these parking space instead. On-street parking spaces are generally viewed as shared spaces in most situations, as they are intended to handle the overflow parking demand associated with surrounding properties. In this case, the subject development is the only parking demand generator, and only on rare occasions will residents of the site be likely to drive to the community building. The rest of the time, these spaces will remain available for use by individuals visiting the development.

4.10.70.04 - Vehicle Circulation and Design Standards

a. Parking Lots -

1. Parking lots shall be placed to the rear of buildings in accordance with Section 4.10.70.02. Administrative exceptions to this standard are allowed based on the following provisions. To the extent that required parking cannot be located to the rear of the building due to other requirements of this Code or unusual site constraints, both of which are defined in the following paragraph, the amount of parking and vehicle circulation that cannot be accommodated to the rear of the building may be provided only to the side of the building.

2. Other requirements of this Code may include, but are not necessarily limited to, significant Natural Resource and Natural Hazard provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions; and Chapter 4.1 - Parking, Loading, and Access Requirements. Unusual site constraints may include parcels fronting more than two streets, irregular lot configuration, weak foundation soils, or other physical site factors that constrain development when considered with Building Code requirements.

b. Corner Parcels - Parking areas shall not be located within 30 ft. of a roadway intersection, as measured from the center of the curb radius to the edge of the parking area's curb or wheel stop.

c. Parking Lot Access - Commercial driveway approaches shall be used to access parking lots from public streets. Parking lot approaches shall be located no closer than 50 ft. from local street intersections, as measured from the intersection of two rights-of-way lines. Approaches on collector and arterial streets shall comply with parking lot approach standards provided in Chapter 4.1 - Parking, Loading, and Access Requirements.

As noted above, the required parking associated with the community building is proposed to be located along the north curb of Sorrel Place. Therefore, none of the criteria cited above are applicable because a parking lot is not being created.

4.10.70.05 - Standards and Menus for Pedestrian Features and Design Variety

a. Pedestrian Amenities Standards

1. Weather Protection - Where new commercial and civic development is constructed immediately adjacent to (abutting) street sidewalks or pedestrian plazas, a minimum six-ft.-wide, weather-protected area, protected by such elements as awnings or canopies, shall be provided and maintained along at least 60 percent of any building wall immediately adjacent to the sidewalks and/or pedestrian plazas. An additional requirement shall include a minimum eight-ft. vertical clearance between the sidewalk and the lowest portion of the weather protection. This vertical clearance shall be nine ft. for balconies. These requirements are shown below in Figure 4.10-22 - Weather Protection.

2. Pedestrian Amenity Requirements - All new development and substantial improvements shall provide pedestrian amenities as defined by this Section. The number of pedestrian amenities provided shall comply with the following sliding scale:

Size of Structure or Substantial Improvement	Number of Amenities
< 5,000 sq. ft.	1
5,001 - 10,000 sq. ft.	2
10,001 - 50,000 sq. ft.	3
> 50,000 sq. ft.	4

3. Acceptable Pedestrian Amenities - Acceptable pedestrian amenities include the items listed below, some of which are shown in Figure 4.10-23 - Pedestrian Amenities:

a) Sidewalks with ornamental treatments, such as brick pavers, or sidewalks 50 percent wider than required by this Code;

b) Sidewalk planters with benches and public outdoor seating;

c) Significant public art, such as sculpture, fountain, clock, mural, etc.;

d) Mini parks or plazas that provide a minimum usable area of 300 sq. ft.); and

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e) **Street trees of a caliper 50 percent wider than required by this Code. This approach may include preservation of healthy mature trees adjacent to the street sidewalk.**

4. **<u>Accessibility of Pedestrian Amenities</u> - Pedestrian amenities shall be visible and accessible to the general public from an improved street. Access to mini parks, plazas, and sidewalks shall be provided via a public right-of-way or a public access easement.**

While the community building could be accessed from public sidewalks along Jasper Street and Sorrel Place, the building is not abutting those sidewalks because of the required PUE's. Thus, weather protection is not required along the corresponding building elevations. The community building is primarily used by residents within the development and will have covered porches for enhanced weather protection at all three entrances.

The proposed community building has a gross floor area of 1,700 square feet, which results in the requirement of providing one pedestrian amenity. The 6,800 square foot common green area west of the building is larger than required to satisfy the green area and outdoor space requirements related to development of the proposed residential buildings. As discussed above in response to development standards of the RS-12 Zone, a surplus of 612 square feet remains after the requirements for green area, common outdoor space, and private open space are accounted for. Therefore, the applicant proposes to rely on this surplus area to satisfy 4.10.70.05.a.3(d). This space will be directly accessible to the public due to the abutting public sidewalk along the north side of Sorrel Place.

b. **Design Standards and Design Variety Menus**

1. **<u>Encroachments</u> - Special architectural features, such as bay windows, decorative roofs, and entry features may, with City Council approval, project up to three ft. into public rights-of-way, provided that they are not less than nine ft. above the sidewalk. Trellises, canopies and fabric awnings may project 6.5 ft. into setbacks and public rights-of-way, provided that they are not less than eight ft. above the sidewalk. No such improvements shall encroach into alley rights-of-way.**

2. **<u>Loading/Service Facilities</u> - Loading and service areas such as trash enclosures shall be located to minimize conflicts with public pedestrian areas; screened in accordance with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting; designed to provide convenient access for trucks; and designed to minimize noise and other impacts with adjoining uses. Service areas shall be located to the back or sides of buildings, or in alleys where available. Loading dock doors are encouraged to be placed in recessed areas or between buildings to minimize impacts to the pedestrian and human-scale aspects of the development.**

3. **Roof-mounted Equipment - Roof-mounted equipment, such as heating, ventilation, and air conditioning equipment, shall be screened. Screening features shall be at least equal in height to the equipment, compatible with roof lines, and constructed of materials used in the building's exterior construction. Screening features include such elements as a parapet, wall, or other sight-blocking feature, etc. The roof-mounted equipment shall be painted to match the roof.**

4. **<u>Sign Standards</u>**

   a) **Pole-mounted, freestanding signs are prohibited in Neighborhood Center (NC) Zones.**

   b) **Blade signs placed under awnings are allowed along Shopping Streets.**

   c) **Remaining sign provisions are in accordance with Chapter 4.7 - Sign Regulations.**

5. **<u>Lighting Standards</u> - Lighting shall be provided consistent with the lighting provisions in Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting.**

None of the architectural features of the proposed community building will encroach into the adjacent public rights-of-way.

The refuse enclosures located along the private drive immediately north of the building will be used to collect trash generated at the community building. These facilities will be screened consistent with standards from LDC Chapter 4.2, as discussed above.

Roof-mounted equipment is not proposed in conjunction with the community building.

A single sign is proposed for the entire development and will be located along Conser Street, immediately west of the Jasper Street intersection. The sign will be consistent with applicable standards from LDC Chapter 4.7.

As shown on Attachments 'G' and 'M', site lighting will be installed to illuminate internal walkways, private drives, and parking areas. All private lighting fixtures will be consistent with the standards presented in LDC Chapter 4.2, as discussed above.

6. **<u>Windows</u> - The provisions in this Section shall apply to placement and type of windows. Figure 4.10-24 - Windows and Glass Doors on Street-facing Facades is provided for context.**

   a) **<u>Ground Floor Windows and Doors</u> - Except for the Neighborhood Center (NC) Zone, which is addressed in "c," below, a minimum of 60 percent of the length and 25 percent of the first 12 ft. in height from the adjacent grade of any street-facing facade shall contain windows and/or glass doors. An exception**

may be granted if the expansion/enlargement is for space neither adjacent to a street nor open to customers or the public. Additional requirements for windows shall include the following:

1) Ground floor windows shall be framed by bulkheads, piers, and sills such as are used in a recessed window, where applicable. Ground floor windows shall also have a Top Treatment such as a hood, awning, or a storefront cornice separating the ground floor from the second story. Alternatively, all ground floor windows shall provide a minimum three-in.-wide trim or recession. The Base Treatment standards under Section 4.10.70.05.b.7.d, below, and the Top Treatment standards under Section 4.10.70.05.b.7.e, below, shall be used as a guide for providing bulkheads and cornices that meet this standard.

2) Window Type - Ground floor windows used to comply with "a," above, shall meet all of the following standards:

a. Opacity of greater than 60 percent prohibited for any required window; and

b. Ground floor windows shall allow views from adjacent sidewalks into working areas or lobbies, pedestrian entrances, or display windows set into the wall. Display cases attached to the outside wall do not qualify. The bottom of windows shall be no more than four ft. above the adjacent exterior grade.

The south and east elevations of the proposed community building will face public streets. The placement, style, and design of windows along these elevations is consistent with most of the standards cited above from Section 4.10.70.05.b(6). The windows will occupy at least 25 percent of the first 12 feet in height from grade of each elevation. On the east elevation the windows are framed by the transition in siding materials and the support posts of the covered front porch, while on the south elevation, windows are framed by the roof eaves and eave brackets, as well as vertical breaks in the roof line. These methods of framing the windows are appropriate for the residentially influenced architectural style of the proposed building, which would not be compatible with the methods suggested above. Lastly, all of the windows will be completely transparent and allow visibility into the building from adjacent sidewalks.

Despite these consistencies, the floor plan of the proposed building does not allow windows to be placed along 60 percent of the applicable building elevations, (Attachment O). Portions of the floor area dedicated to a restroom and storage areas preclude the introduction of either more or larger windows along the east elevation, which currently has windows and doors along 28 percent of its length. On the south elevation, approximately 43 percent of the building wall is occupied by windows and doors. To achieve 60 percent, another 10 feet of wall area would need to contain windows or doors. Again, the floor plan of the building does not allow for this increase. Additionally, although the use of the building could be classified as being civic in nature, its actual use patterns will be more similar to that of the associated residential buildings and not those of a typical civic use (e.g., a government building, a library, or a fraternal organization). The applicant has designed the structure to be compatible with the proposed residential structures and to contribute to the residential character of the development. Therefore, the applicant requests that the window coverage standards applied through Section 4.10.60.04.d(5) (multifamily PODS window coverage) be applied to this building as well. This standard requires that only 20 percent of building facades that face public streets contain windows or doors, which is substantially achieved along the east and south elevations of the community building.

7. **Design Variety Menu - Each structure shall incorporate a minimum of three of the following five building design features. The applicant shall indicate proposed options on plans submitted for building permits. While not all of the design features are required, the inclusion of as many as possible is strongly encouraged.**

   a) **Building Walls - Building walls in excess of 30 ft. in length shall not exceed a height/width ratio of 1:3 without a change in height of at least four ft., as addressed below in Figures 4.10-25A through C - Building Walls.**

   b) **Maximum Wall Segments - All building wall segments on all sides of buildings visible from public areas or adjacent uses shall be a maximum of 30 ft. in length. Building wall segments shall be distinguished by architectural features including at least one of the following: columns, reveals, ribs or pilasters, piers, recesses, or extensions. The segment length may be increased to a maximum of 60 ft. if the segment contains integral planters, public art, or permanent seating such as a seating wall, that conform to the accessibility standards in Section 4.10.70.05.a.4.**

   c) **Entrances - Primary building entrances shall be clearly defined by recess or projection, and shall be framed by a sheltering element such as an awning, overhang, arcade, or portico.**

   d) **Base Treatments - A recognizable Base Treatment consisting of at least one of the following:**

1) **Thicker walls, such as a bulkhead, ledges, or sills as viewed from the exterior of the building;**

2) **Integrally textured materials such as stone, stucco, or other masonry;**

3) **Integrally colored and patterned materials such as smooth-finished stone or tile;**

4) **Lighter or darker colored materials, Mullions, or panels;**

5) **Detailing such as scoring, ribbing, moldings, or ornamentation; or**

6) **Planters integral to the building.**

e) **<u>Top Treatments</u> - A recognizable Top Treatment consisting of at least one of the following:**

1) **Cornice treatments, other than colored stripes or bands that are integral to the building design. Materials such as stone, masonry, brick, wood, galvanized and painted metal, or other colored materials shall be used;**

2) **Sloping roof (4:12 or greater) with overhangs. Overhangs may be boxed with moldings such as Modillions, Dentils, or other moldings, as applicable; or contain brackets; or**

3) **Stepped parapets.**

Consistent with the options provided above, the proposed community building will have wall segments that are less than 60 feet long and interrupted by horizontal offsets of approximately seven feet in depth (Part 'b'). Foundation landscaping will be used along these segments of the building to buffer its overall length (Part 'b'). Entrances provided along the east and south elevations will be covered by a framed overhang with a gabled roof (Part 'c'). This same roof pattern is continued across the entire structure and will have a minimum pitch of 6:12 (Part 'e(2)').

<u>Natural Resources and Natural Hazards</u>

Please refer to the Natural Resources section of Part I of this project narrative for a response to the relevant Comprehensive Plan Policies and LDC criteria pertaining to natural resources and natural hazards. Findings and criteria from that discussion are incorporated here by reference.

NATURAL FEATURES

Applicable Comprehensive Plan Policies:

4.2.2 Natural features and areas determined to be significant shall be preserved, or have their losses mitigated, and/or reclaimed. The City may use conditions placed upon development of such lands, private nonprofit efforts, and City, State, and Federal government programs to achieve this objective.

Applicable Land Development Code Sections:

Section 4.2.20 - GENERAL PROVISIONS

c. Protection of Shrub, Ground Cover and Tree Specimens in Inventoried Areas of the Adopted Natural Features Inventory Map dated December 20, 2004 -

1. For shrub, groundcover, and tree specimens within the areas inventoried as part of the Natural Features Inventory, preservation requirements shall be in accordance with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. See Adopted Natural Features Inventory Map dated December 20, 2004, for information regarding areas inventoried as part of the Natural Features Inventory.

Section 4.12.20 - APPLICABILITY

These provisions apply to areas of Significant Vegetation identified on the Significant Vegetation Map. Significant Vegetation includes:

a. Highly Protected Significant Vegetation (HPSV); and

b. Partially Protected Significant Vegetation (PPSV).

Standards for development and vegetation management on sites containing Significant Vegetation are included below.

Section 4.13.20 - APPLICABILITY

These provisions apply to Significant Riparian Corridor and Wetland areas, as mapped on the Corvallis Riparian Corridors and Wetlands Map. However, state and federal Wetland and riparian regulations will continue to apply to Wetland and Riparian Corridor areas within the City, regardless of whether or not they are mapped on the Corvallis Riparian Corridors and Wetlands Map. Nothing in these regulations should be interpreted as superceding or nullifying state or federal requirements.

The applicant has identified two categories of natural features that exist on the site; mature trees and jurisdictional wetlands.

As mentioned above and shown on Attachment 'I-A', the site contains trees that would normally be considered as "significant" and, therefore, be subject to protection through LDC Chapters 4.2 and 4.12. However, as a result of determinations made through the Natural Features Inventory project, these trees were not designated for protection and may be removed without compensatory mitigation. Nevertheless, the applicant points out that the primary species of tree currently found on the site is Black Cottonwood, which is a short-lived species that is prone to abnormal growth patterns and decay. The proposed landscaping plan, (Attachment I-1) will result in the planting of a variety of new tree species in greater numbers than what currently exists on the site.

Attachment 'J' shows the location and extent of jurisdictional wetlands that currently exist on the site. A comparison of this exhibit with the Corvallis Riparian Corridor and Wetland map confirms that the wetlands proposed to be removed through development of the site are not subject to protection standards contained in LDC Chapter 4.13. Regardless, the applicant has completed and received Department of State Lands (DSL) concurrence of a formal wetland delineation for the site. (While the delineation approved by DSL expires in April 2008, the Army Corps. of Engineers review of this same delineation expired in April 2007. As a result, WNHS has hired a wetland specialist to complete an updated delineation.) The previous approval allowed 1.67 acres of wetlands to be impacted, while the new delineation reduces the impacted area to 1.65 acres. Subsequent to re-authorization of the updated wetland delineation, the applicant will apply for a removal/fill permit that includes a proposal for mitigating the loss of these wetlands in a manner consistent with DSL requirements. The applicant has submitted a copy of the new delineation with this application.

Attachment III-300

CIRCULATION

Applicable Comprehensive Plan Policies:

11.2.1 The transportation system shall be planned and developed in a manner which contributes to community livability, recognizes and respects the characteristics of natural features, and minimizes the negative effects on abutting land uses.

11.2.10 Development proposals shall be reviewed to assure the continuity of sidewalks, trails, multi-use paths, and pedestrian ways.

The following discussion addresses Comprehensive Plan Policies and LDC criteria pertaining to vehicular, pedestrian, bicycle, and transit facilities.

Vehicular Facilities

Applicable Comprehensive Plan Policies:

11.3.5 Local streets shall be designed and built to discourage high speed through traffic.

11.3.6 **Adequate street widths and routes shall be provided for emergency and service vehicles while maintaining accessibility to abutting properties.**

11.3.9 **Adequate capacity should be provided and maintained on arterial and collector streets to accommodate intersection level-of-service (LOS) standards and to avoid traffic diversion to local streets. The level-of-service standards shall be: LOS "D" or better during morning and evening peak hours of operation for all streets intersecting with arterial or collector streets, and LOS "C" for all other times of day. Where level-of-service standards are not being met, the City shall develop a plan for meeting the LOS standards that evaluates transportation demand management and system management opportunities for delaying or reducing the need for street widening. The plan should attempt to avoid the degradation of travel modes other than the single-occupant vehicle.**

11.4.1 **The City shall manage on-street parking to permit the safe and efficient operation of the transportation system.**

Applicable Land Development Code Sections:

Section 4.0.60 - PUBLIC AND PRIVATE STREET REQUIREMENTS

a. Traffic evaluations shall be required of all development proposals in accordance with the following:

1. Any proposal generating 30 or more trips per hour shall include Level of Service (LOS) analyses for the affected intersections. A Traffic Impact Analysis (TIA) is required, if required by the City Engineer. The TIA shall be prepared by a registered professional engineer. The City Engineer shall define the scope of the traffic impact study based on established procedures. The TIA shall be submitted for review to the City Engineer. The proposed TIA shall reflect the magnitude of the project in accordance with accepted traffic engineering practices. The applicant shall complete the evaluation and present the results with an overall site development proposal.

2. If the traffic evaluation identifies Level of Service (LOS) conditions less than the minimum standard established in the Corvallis Transportation Plan, improvements and funding strategies mitigating the problem shall be considered concurrently with a development proposal.

e. Development sites shall be provided with access from a public street or a private street that meets the criteria in "d," above, both improved to City standards in accordance with the following:

1. Where a development site abuts an existing public street not improved to City standards, the abutting street shall be improved to City standards along the full frontage of the property concurrently with development. Where a development site abuts an existing private street not improved to City standards, and the private street is allowed per the criteria in "d", above, the abutting street shall meet all the criteria in "d", above and be improved to City standards along the full frontage of the property concurrently with development.

Attachment III-301

2. **Half-width street improvements, as opposed to full-width improvements, are generally not acceptable. However, these may be approved by the Planning Commission or Director where essential to the reasonable development of the property. Approval for half-width street improvements may be allowed when other standards required for street improvements are met and when the Planning Commission or the Director finds that it will be possible to obtain the dedication and/or improvement of the remainder of the street when property on the other side of the half-width street is developed.**

k. **Location, grades, alignments, and widths for all public and private streets shall be considered in relation to existing and planned streets, topographical conditions, public convenience and safety, and proposed land use. Where topographical conditions present special circumstances, exceptions to these standards may be granted by the City Engineer provided that the safety and capacity of the street network is not adversely effected. The following standards shall apply:**

1. **Grading plans are required and shall demonstrate that the proposal does not contain any grade changes (cuts or fills) that are inconsistent with the provisions of Chapter 4.5 - Natural Hazard and Hillside Development Provisions. Cut and fill is measured vertically from natural grade. The grading plan shall identify all proposed cuts and fills and the associated grade changes in ft. to demonstrate adherence to this provision. Streets shall be designed along natural contours.**

2. **Location of streets in a development shall not preclude development of adjacent properties. Streets shall conform to planned street extensions identified in the Corvallis Transportation Plan and/or provide for continuation of the existing street network in the surrounding area.**

3. **Grades shall not exceed six percent on Arterial Streets, 10 percent on Collector and Neighborhood Collector Streets, and 15 percent on Local, Local Connector, and Cul-de-sac Streets.**

5. **Local street intersections shall be located a minimum of 125 ft. from any other street intersection.**

l. **Where standards do not exist to address unusual situations, the Planning Commission or Director may require special design standards recommended by the City Engineer as Conditions of development Approval.**

The applicant has conducted a traffic impact study and a supplemental addendum for the proposed development, which has been submitted with the application, (Attachment P). The addendum found that the trips generated under the proposed development and under the alternative were less than the trips generated under the original study. Page 9 of the study presents trip generation data for each phase of the project, as well as a composite of both phases. Phase 1 results in a total of 23 AM peak hour trips and 39 peak hour trips, while Phase 2 generates a total of 19 AM peak hour trips and 17 PM peak hour trips. Due to more than 30 trips being generated during the PM peak hour by Phase 1, a trip generation analysis was conducted to determine if any of the intersections effected by the proposal suffered a decrease in Level of Service (LOS) below category "D." Table 5, which is

presented on page 10 of the study, notes that none of the effected intersections meet this criteria, and, therefore, no traffic control mitigation is necessary.

Access to the site will be gained from Conser Street, Jasper Street, and Sorrel Place. Each of these streets is currently substandard and will be improved through the subject proposal. As mentioned above in the Compatibility Section, the sidewalk along the south side of Conser Street that is west of Jasper Street will be reconstructed as a separated sidewalk with a 12-foot wide planter strip between the sidewalk and the street. Sidewalks along both sides of Jasper Street will also be reconstructed as setback sidewalks, consistent with standards for a Local Street. While Sorrel Place is also designated as a Local Street, the applicant has been advised by the City that only the sidewalk on the north side of the street must be reconstructed as a separated sidewalk. This approach is allowed through LDC Section 4.0.60.e(2). The City of Corvallis owns the property that is adjacent to the south side of the street and controls if and when development may occur. Additional public right-of-way will be dedicated to extend Sorrel Place west to the boundary of the project. The City has also advised the applicant that the curbside sidewalk along the south side of Conser Street and east of Jasper Street does not have to be reconstructed at this time due to the short distance of street frontage the site has in this location.

At the east end of Sorrel Place, the applicant will construct a fire turn-around to facilitate the movement of emergency service vehicles. In addition to this improvement, the applicant proposes to install "No Parking" signage along the south side of Sorrel Place. This will alert residents and guests of the triplex units, as well as those individuals using the community building that parking on Sorrel Place is only allowed on the north side of the street.

In addition to the improvements to these existing streets, the applicant will also be constructing two new private alleys to provide access and off-street parking to both portions of the development. Consistent with associated requirements, both alleys will be located in a separate tract in order to simplify long term maintenance and access control issues. As shown on Attachments 'F' and 'G', the alleys will include raised pedestrian walkways on both sides of the drive aisle. The walkways on the north side of each alley will be separated from the pavement by a 6-foot wide landscaped area and six-inch tall curb. On the south side of each drive, a row of perpendicular parking spaces will front the walkways. The width of these walkways has been increased to 7-1/2 feet to allow for vehicle bumper overhand and a clear pathway width of at least five feet, which is the typical width of a sidewalk along a local street. Pavement widths along the alleys will vary between 24 and 26 feet. Parallel parking will be prohibited along the north side of each alley to facilitate circulation of emergency response vehicles, leaving a clear width of at least 24 feet, (Attachment F). Based on the City of Corvallis Off-street Parking and Access Standards, this width will also be adequate to allow for maneuvering vehicles into and out of the perpendicular parking spaces without causing conflicts with the triplex units or the four existing attached dwellings.

The applicant notes that, along Jasper Street, the separation distance between Conser Street and the western alley is less than 125 feet, as required by Section 4.0.60.k(5). In addition, the separation distance between Sorrel Place and the eastern alley is also less than 125 feet. Unlike most typical local street intersections, the amount of traffic traveling through the site along these alleys will be comparatively minimal. As shown on Attachment 'I', adequate vision clearance areas will be maintained at both intersections, allowing motorists to see cars entering or leaving the opposite drive, as well as pedestrians and bicyclists that may be traveling along Jasper Street. Given these site conditions, the applicant requests that the City Engineer grant an exception to the intersection separation standard, as allowed be Section 4.0.60(l).

n. Block Perimeter Standards - The following Block Perimeter requirements apply to all development projects. Exceptions to these requirements may be approved for development that is smaller than one acre and situated in areas where the street patterns are established and do not require connections to the development.

1. <u>Residential Standards</u> -

a) <u>Complete Blocks</u> - Developments shall create a series of complete blocks bound by a connecting network of public or private streets with sidewalks. When necessary to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, and/or to Significant Natural Features, blocks may be bound by walkways without streets.

b) <u>Maximum Block Perimeter</u> - The maximum Block Perimeter shall be 1,200 ft. Block faces greater than 300 ft. shall have a through-block pedestrian connection.

c) <u>Variations Allowed Outright</u> - Variations of up to 30 percent to these block distances may be allowed outright to minimize impacts to a designated wetland, to slopes greater than 15 percent, to parks dedicated to the public, to Significant Natural Features, to existing street patterns, and/or to existing development.

The street layout constructed through the original Seavey Meadows Planned Development will be retained by the subject proposal. However, previously approved private accessways will be converted from a series of dead-end private drives flanked by clusters of townhomes to two looped alleys that will provide efficient vehicular access to the higher density portions of the site. None of the blocks formed by these new private alleys have a perimeter that is greater than 1,200 feet, and no single block face is longer than 300 feet. Due to the extensive amount of wetlands surrounding the site, and no plans for additional development, Sorrel Place will remain a dead-end street on the east.

<u>Pedestrian Facilities</u>

<u>Applicable Comprehensive Plan Policies:</u>

11.6.1 The City shall require safe, convenient, and direct pedestrian routes within

all areas of the community.

11.6.2 The community shall give special consideration to providing access for handicapped people.

11.6.4 New development and redevelopment projects shall encourage pedestrian access by providing convenient, useful, and direct pedestrian facilities.

11.6.6 Safe and convenient pedestrian facilities that minimize travel distance shall be provided by new development within and between new subdivisions, planned developments, shopping centers, industrial parks, residential areas, transit stops, and neighborhood activity centers such as schools, parks, and shopping.

Applicable Land Development Code Sections:

Section 4.0.30 - PEDESTRIAN REQUIREMENTS

a. Sidewalks shall be required along both sides of all streets, as follows:

1. Sidewalks on Local, Local Connector, and Cul-de-sac Streets - Sidewalks shall be a minimum of five ft. wide on Local, Local Connector, and Cul-de-sac Streets. The sidewalks shall be separated from curbs by a tree planting area that provides at least six ft. of separation between the sidewalk and curb, except that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 4.5 - Natural Hazard and Hillside Development Provisions.

2. Sidewalks on Arterial, Collector, and Neighborhood Collector Streets - Sidewalks along Arterial, Collector, and Neighborhood Collector Streets shall be separated from curbs by a planted area. The planted area shall be a minimum of 12 ft. wide and landscaped with trees and plant materials approved by the City. The sidewalks shall be a minimum of five ft. wide. An exception to these provisions is that this separated tree planting area shall not be provided adjacent to sidewalks where they are allowed to be located within Natural Resource areas governed by Chapter 4.12 - Significant Vegetation Protection Provisions and Chapter 4.13 - Riparian Corridor and Wetland Provisions. This separated tree planting area shall also not be provided adjacent to sidewalks where they are allowed to be located within drainageway areas governed by regulations in Chapter 4.5 - Natural Hazard and Hillside Development Provisions.

b. Safe and Convenient Pedestrian Facilities - Safe and convenient pedestrian facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

Attachment III-305

1. **For the purposes of this Section, safe and convenient means pedestrian facilities that are free from hazards and that provide a direct route of travel between destinations.**

3. **Internal pedestrian circulation shall be encouraged in new developments by clustering buildings, constructing convenient pedestrian ways, and/or constructing skywalks where appropriate. Pedestrian walkways shall be provided in accordance with the following standards:**

   a) **To maximize direct pedestrian travel, the on-site pedestrian circulation system shall connect the sidewalk on each abutting street to the main entrance of the primary structure on the site.**

   b) **Walkways shall be provided to connect the on-site pedestrian circulation system with existing or planned pedestrian facilities that abut the site but are not adjacent to the streets abutting the site. When sidewalks or multi-use paths are provided, such as occurs through Cul-de-sacs or to provide pedestrian connections through areas where vehicles cannot travel, these facilities shall be bordered on both sides by a minimum of five ft. of landscaping. Additionally, solid fencing shall be limited to a maximum height of four ft. along these areas to increase visibility and public safety. Portions of fences above four ft. in height are allowed, provided they are designed and constructed of materials that are open a minimum of 50 percent.**

   c) **Walkways shall be as direct as possible and avoid unnecessary meandering.**

   d) **Walkway/driveway crossings shall be minimized, and internal parking lot circulation design shall maintain ease of access for pedestrians from abutting streets, pedestrian facilities, and transit stops.**

   e) **With the exception of walkway/driveway crossings, walkways shall be separated from vehicle parking or maneuvering areas by grade, different paving material, or landscaping. They shall be constructed in accordance with the sidewalk standards adopted by the City Engineer. This provision does not require a separated walkway system to collect drivers and passengers from cars that have parked on-site unless an unusual parking lot hazard exists.**

As discussed above, pedestrian improvements will be made to existing public streets that are adjacent to the site. These improvements are consistent with standards for Collector Streets and Local Streets, unless otherwise directed by City Staff.

A new network of walkways within the site will facilitate pedestrian travel throughout the development and to the abutting public sidewalks. The walkways will be at least five feet wide and buffered from adjacent buildings by landscaped areas. Pathways will also connect to the proposed handicapped accessible dwelling units. In general, walkway/driveway crossings are limited to the intersection of each private alley with an adjacent street. Adequate visibility will be maintained in these areas to promote the safety

of pedestrians. In all other portions of the site where a walkway is adjacent to a vehicle parking or maneuvering area, the walkway will be vertically separated by at least six inches, and in some instances horizontally separated by landscaping. An exception to this design standard is for handicapped accessible parking spaces along the east private alley.

Bicycle Facilities

Applicable Comprehensive Plan Policies:

11.5.2 Bikeways shall provide safe, efficient corridors which encourage bicycle use. Bicycle use of major streets shall be considered as improvements are made to major transportation corridors.

11.5.8 All new and redeveloped institutional, commercial, and multi-family development shall provide bicycle parking facilities that include covered parking.

Applicable Land Development Code Sections:

Section 4.0.40 - BICYCLE REQUIREMENTS

b. Safe and Convenient Bicycle Facilities - Safe and convenient bicycle facilities that minimize travel distance to the greatest extent practicable shall be provided in conjunction with new development within and between new Subdivisions, Planned Developments, commercial developments, industrial areas, residential areas, transit stops, and neighborhood activity centers such as schools and parks, as follows:

1. For the purposes of this Section, safe and convenient means bicycle facilities that are free from hazards and provide a direct route of travel between destinations.

No improvements are needed to the bicycle facilities associated with Conser Street, Jasper Street, or Sorrel Place. Conser Street is designated as a Collector Street and currently has a bike lane along the south side of the street. Jasper Street and Sorrel Place are Local Streets, on which bicycles share the travel lane with vehicles.

The applicant is proposing to install bicycle parking areas throughout the site as a means of providing the required number of spaces for each duplex and multifamily dwelling. Access to these areas will be afforded by the new private alleys and a network of pedestrian walkways. Lighting is proposed in all areas of the site where cyclists typically tend to ride or park a bicycle. In addition, the duplex and multifamily dwellings also have private storage rooms that can also accommodate bicycles.

Transit Facilities

Applicable Comprehensive Plan Policies:

11.7.5 New or redeveloped residential, retail, office, and other commercial, civic,

recreation, and other institutional facilities at or near existing or planned transit stops shall provide preferential access to transit facilities.

Applicable Land Development Code Sections:

Section 4.0.50 - TRANSIT REQUIREMENTS

a. Development sites located along existing or planned transit routes shall, where appropriate, incorporate transit stops and shelters into the site design. These improvements shall be installed in accordance with the guidelines and standards of the Corvallis Transit System.

b. Development sites at or near existing or planned transit stops shall provide safe, convenient access to the transit system, as follows:

2. All developments shall provide safe, convenient pedestrian walkways between the buildings and the transit stop, in accordance with the provisions of Section 4.0.30.b.

A route of the Corvallis Transit System currently travels along Conser Street. Internal walkways proposed through the project will connect with the sidewalk along Conser so that residents and guests may safely and efficiently access the transit system. No additional improvements to the transit system are necessary as a result of the proposal.

PUBLIC FACILITIES AND SERVICES

Applicable Comprehensive Plan Policies:

10.2.9 All developments shall comply with adopted utility and facility master plans and the Capital Improvement Plan.

10.2.11 Developers shall be required to participate financially in providing the facilities to serve their projects as a condition of approval.

10.2.12 Developers will be responsible for the construction of all facilities internal to and fronting their properties and for needed extensions of facilities to and through their site.

Applicable Land Development Code Sections:

Section 4.0.70 - PUBLIC UTILITY REQUIREMENTS (OR INSTALLATIONS)

a. All development sites shall be provided with public water, sanitary sewer, storm drainage, and street lights.

b. Where necessary to serve property as specified in "a" above, required public utility installations shall be constructed concurrently with development.

c. Off-site public utility extensions necessary to fully serve a development site and adjacent properties shall be constructed concurrently with development.

d. **To provide for orderly development of adjacent properties, public utilities installed concurrently with development of a site shall be extended through the site to the edge of adjacent property(ies).**

e. **All required public utility installations shall conform to the City's adopted facilities master plans.**

The applicant has submitted a utility plan that shows the locations and alignments of new and relocated public utilities, as well as the location of private service lines and meters, (Attachment L). The following discussion responds to Comprehensive Plan Policies and LDC criteria pertaining to the provision of public facilities and services.

Public Water Facilities

There is an existing 12-inch diameter water main that runs along the north side of Sorrel Place. A new 8-inch diameter public loop will be constructed to serve the private alley on the east side of the property and to service a new fire hydrant. The single family units will be served by individual meters tapped off of the main in Sorrel Place. The multifamily units will be served by group meters, which have the capacity to serve up to three buildings each. As a part of this project three new hydrants are being added. These hydrants have been laid out to meet fire code requirements that any point along a street must be within 250 feet of a hydrant, or within 200 feet on dead end streets.

Sanitary Sewer Facilities

There is an existing 12-inch diameter sanitary sewer main in Sorrel Place. The single family houses will be served by individual 4-inch diameter services tapped directly to the main in Sorrel Place. The multifamily units will be piped so that several buildings share a single tap that will also connect with the existing main in Sorrel Place.

Storm Sewer Facilities

There is an existing 24-inch diameter storm sewer main in Sorrel Place. The existing street has its own catch basins. The new private alleys will be furnished with standard curb inlet catch basins connected to the existing system, as shown on Attachment 'L'. Treatment of stormwater run-off from the private alleys will be provided by means of a set of two Baysaver pollution control devices installed in new concrete manholes. Stormwater detention will be provided in buried oversized piping. Other treatment and detention options were considered but due to the tight nature of the site there was not room for above ground facilities.

Existing Utilities

When the initial development activities for the original Seavey Meadows development took place, water, sewer, and storm laterals were constructed to the north of Sorrel in four locations. These utility clusters were to eventually extend underneath the proposed common

drives that would have provided access to the various dwellings. Based on the proposed layout none of these existing utilities are usable. These lines will be abandoned in place, except where they would be under new structures, in which case they will be removed.

Franchise Utilities

All necessary franchise utility lines either front the site or are within immediate proximity of the proposed development. The applicant will coordinate with the appropriate private utility companies to ensure that these services are available to each of the proposed structures. Franchise utilities will be installed in private easements or within the 7 foot PUE on the north side of Sorrel Place.

SOLAR ACCESS

Applicable Comprehensive Plan Policies:

12.2.3 The City shall require all future subdivisions, planned developments, and other major developments, plus commercial and industrial development, be designed to reduce demands for artificial heating, cooling, and lighting by considering topography, microclimates, vegetation, and site and structure orientation which maximizes southern exposure. The City shall develop incentive programs for those developments that demonstrate sound energy conservation design and/or construction, such as density incentives or similar programs.

Applicable Land Development Code Sections:

Section 4.6.30 - PERFORMANCE STANDARDS

Residential Subdivisions and Planned Developments on parcels of more than one acre shall be designed so that Solar Access Protection, as defined in Chapter 1.6 - Definitions, is available consistent with the following:

a. No reduction in Solar Access at ground level of the south face of existing residential buildings adjacent to the development;

b. Within Residential Subdivisions, a minimum of 80 percent of lots contain sufficient east/west dimension to allow orientation of the following minimum ground floor lengths of a building to use solar energy:

1. 30 lineal ft. per unit for Single-family Detached dwelling units; and

2. 15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached dwelling units.

c. In Planned Developments, a minimum of 80 percent of the buildings contain:

1. Sufficient east/west dimension to allow the following minimum ground floor lengths of the building to use solar energy:

a) **30 lineal ft. per unit for Single-family Detached dwelling units; and**

b) **15 lineal ft. per ground floor unit for dwelling units other than Single-family Detached.**

2. **Additionally, for Single-family Detached dwelling units, a minimum of 100 sq. ft. of roof area, for the dwelling unit and/or the garage, which could allow the utilization of solar energy.**

The applicant has completed a solar access study for the proposed development, (Attachment N). Solar Access Protection is achieved for at least 80 percent of the single family dwellings by preserving solar exposure for 30 lineal feet of the ground floor of each structure. The additional requirement of retaining a minimum roof area of at least 100 square feet for solar access is also achieved for these structures.

Solar Access Protection is also accomplished for 80 percent of the duplex, triplex, and multiplex buildings at a rate of 15 lineal feet per ground floor unit.

PART II

MAJOR SUBDIVISION REPLAT

DETERMINATION OF A MAJOR REPLAT

Applicable Land Development Code Sections:

Section 1.6.20 - COMMON WORDS

Replat (Major) - Land use process that is used when parcels within a recorded Subdivision are reconfigured such that four or more parcels are created or deleted in a calendar year. Procedures for this type of land use application are outlined in Section 1.2.110.03 - Special Development, Chapter 2.4 - Subdivisions and Major Replats, and Section 2.4.50 - Major Replat.

Section 2.4.50 - MAJOR REPLAT

An application for a Major Replat shall be reviewed and processed in accordance with the Tentative and Final Subdivision Plat procedures in Sections 2.4.30 and 2.4.40 above.

As described above, the subject Planned Development proposal would result in the reconfiguration of lots that were created through the original Seavey Meadows Detailed Development Plan. The Final Plat for Seavey Meadows, Phase 1, created 32 residential lots and two tracts. The proposed development modifies the existing lotting pattern and reduces the number of lots to 15, including three tracts, (Attachment H).

REVIEW CRITERIA

Section 2.4.30 - TENTATIVE PLAT REVIEW PROCEDURES

When an application is filed for a Subdivision, it shall be reviewed in accordance with the following procedures.

2.4.30.04 - Review Criteria

b. Residential Subdivisions - Requests for the approval of a Residential Tentative Subdivision Plat shall be reviewed to ensure consistency with the clear and objective approval standards contained in the following: the City's development standards outlined in the applicable underlying Zoning Designation standards in Article III of this Code; the development standards in Article IV of this Code; the standards of all acknowledged City Facility Master Plans; the adopted City Design Criteria Manual; the adopted Oregon Structural Specialty Code; the adopted International Fire Code; the adopted City Standard Construction Specifications; the adopted City Erosion Prevention and Sediment Control Ordinance; and the adopted City Off-street Parking Standards. Additionally, the following criteria shall be met for Residential Subdivisions and the application

shall demonstrate adherence to them:

1. **Consistency with the applicable development standards, including the applicable Pedestrian Oriented Design Standards;**

2. **Preservation and/or protection of Significant Natural Features, consistent with Chapter 4.2 - Landscaping, Buffering, Screening, and Lighting, Chapter 4.5 - Natural Hazard and Hillside Development Provisions, Chapter 4.11 - Minimum Assured Development Area (MADA), Chapter 4.12 - Significant Vegetation Protection Provisions, and Chapter 4.13 - Riparian Corridor and Wetland Provisions. Streets shall also be designed along contours, and structures shall be designed to fit the topography of the site to ensure compliance with these Code standards;**

3. **Land uses shall be those that are outright permitted by the existing underlying zoning designation.**

4. **Excavation and grading shall not change hydrology in terms of water quantity and quality that supports existing Locally Significant Wetlands and/or Riparian Corridors that are subject to Chapter 4.13 - Riparian Corridor and Wetland Provisions.**

A Residential Subdivision that conforms to these criteria is considered to meet all of the compatibility standards in this Section and shall be approved. A Residential Subdivision that involves Uses subject to Plan Compatibility or Conditional Development review, or that involves a Zone Change, shall meet the applicable compatibility criteria for those Plan Compatibility, Conditional Development, and Zone Change applications.

Part I of this project narrative has responded to all of the LDC criteria identified above, except for the platting standards that are contained in Chapter 4.4 and portions of Chapter 4.0 regarding land for public purposes. The remainder of this narrative focuses on these standards as they apply to the subject proposal.

Section 4.4.20 - GENERAL PROVISIONS

4.4.20.01 - Applicability

All Land Divisions shall be in compliance with the requirements of the applicable zone and this Chapter, as well as with all other applicable provisions of this Code. Modifications to these requirements may be made through the procedures in Chapter 2.5 - Planned Development.

4.4.20.02 - Blocks

a. **General - Length, width, and shape of blocks shall be based on the provision of adequate lot size, street width, and circulation; and on the limitations of topography.**

b. **Size - Blocks shall be sized in accordance with the Block Perimeter provisions within Section 4.0.60.n of Chapter 4.0 - Improvements Required with Development.**

As discussed in the Circulation Section of Part I of this narrative, the public street pattern established by the original Seavey Meadows subdivision is not altered by the subject proposal. New blocks are formed as a result of the introduction of two new private alleys. The size and shape of these blocks is consistent with the standards contained in LDC Section 4.0.60(n).

4.4.20.03 - Lot Requirements

a. Size and Shape - Lot size, width, shape, and orientation shall be appropriate for the location of the Subdivision and for the Use Type contemplated. No lot shall be dimensioned to contain part of an existing or proposed street. All lots shall be buildable, and depth shall generally not exceed 2.5 times the average width. Lot sizes shall not be less than required by this Code for the applicable zone. Depth and width of properties reserved or laid out for commercial and industrial purposes shall be adequate to provide for off-street parking and service facilities required by the type of use proposed, unless off-site parking is approved per Chapter 4.1 - Parking, Loading, and Access Requirements.

Each of the proposed lots is consistent with the standards described above. No lot is smaller than the minimum allowed in the RS-12 zone, all of the lots are buildable, and the dimensions of each lot do not result in the depth of any lot being more than 2.5 times its width, (Attachment H).

b. Access - Each lot shall abut a street other than an alley for a distance of at least 25 ft. unless:

1. The lot is created through a Land Partition or Minor Replat, in which case Section 4.4.30.01, below, shall apply; and/or

2. The lot meets the exemption in "a," or "b," below:

a) Residential lots involving Single-family Detached; Single-family Attached, two units; or Duplex dwellings, provided:

1) Front doors are less than 100 ft. from a street and are accessed by a sidewalk or multi-use path; and

2) Vehicular access is provided via an alley.

With the exception of the lots created for buildings 19 and 20 (detached homes), each of the proposed lots fronts on a public street other than an alley for a distance of at least 25 feet, (Attachment H). Lots 1 and 2, which are occupied by Buildings 17 and 18, will front on a Tract 'C' for a distance of at least 25 feet.

The primary reasons for requiring a lot to have a certain amount of street frontage is to ensure the lot is accessible from a public right-of-way and that sufficient width is afforded to accommodate a driveway and utility connections. Tract 'C' will be commonly owned and maintained so that rights of access cannot be eliminated or compromised by a single property owner. Vehicular access to and from Sorrel Place will be possible across the tract due to the proposed construction of a fire-boot turn around and a drivable basketball court

within the tract. Necessary utility connections will be installed underneath this circulation area so that both of the detached homes may be served. To facilitate each of these functions, the applicant proposes to place a public access and maintenance easement over the tract. As a result of these design considerations, the benefits from having a lot front on a public street are achieved in an alternate manner with the same results. No additional measures are necessary to achieve consistency with the intent of the standards cited above.

d. Lot Side Lines - Side lines of lots, as much as practicable, shall be at right angles to the street the lots face.

e. Lot Grading - Lot grading shall conform to Chapter 4.12 - Significant Vegetation Protection Provisions; and the City's excavation and fill provisions.

g. Large Lots - In dividing land into large lots that have potential for future further Subdivision, a conversion plan shall be required. The conversion plan shall show street extensions, utility extensions, and lot patterns to indicate how the property may be developed to Comprehensive Plan densities and to demonstrate that the proposal will not inhibit development of adjacent lands.

As shown on Attachment 'H', side lot lines of each of the proposed lots are at right angles to the streets they front on to the extent practicable.

The site's topography is essentially flat and none of the existing vegetation is subject to protection measures contained in LDC Chapter 4.12. The preliminary excavation and grading plan demonstrates that the development will retain the overall existing topography and be consistent with the City's grading standards, (Attachment K).

While the lots proposed to contain the triplex and multiplex units are large enough to be further subdivided, the applicant has no intent of doing so in the future. Any request to accomplish this would have to be approved through a subsequent Planned Development approval that would afford the opportunity to address street and utility extensions and lotting patterns.

Section 4.0.100 - LAND FOR PUBLIC PURPOSES

a. Easements for public sanitary sewer, water, storm drain, streetlight, transit, pedestrian and bicycle facilities shall be provided whenever these facilities are located outside a public right-of-way. The minimum easement width for a single utility is 15 ft. The minimum easement width for two adjacent utilities is 20 ft. The easement width shall be centered on the utility to the greatest extent practicable. Wider easements may be required for unusually deep facilities.

b. Utility easements with a minimum width of seven ft. shall be granted to the public adjacent to all street rights-of-way for franchise utility installations.

e. Where street, trail, utility, or other rights-of-way and/or easements in or adjacent to development sites are nonexistent or of insufficient width, dedications may be required. The need for and widths of those dedications shall be determined by the City Engineer.

f. **Easements or dedications required in conjunction with Land Divisions shall be recorded on the Final Plat. For developments not involving a Land Division, easements and/or dedications shall be recorded on standard forms provided by the City Engineer.**

The proposed tentative plat shows the locations of the site where additional right-of-way is to be dedicated and where public easements are granted to facilitate the construction and maintenance of public infrastructure. Easements and dedications will be finalized through necessary documentation and in conjunction with recording the Final Plat.

g. **Environmental assessments shall be provided by the developer (grantor) for all lands to be dedicated to the public or City. An environmental assessment shall include information necessary for the City to evaluate potential liability for environmental hazards, contamination, or required waste cleanups related to the dedicated land. An environmental assessment shall be completed prior to the acceptance of dedicated lands, in accordance with the following:**

1. **The initial environmental assessment shall detail the history of ownership and general use of the land by past owners. Upon review of this information, as well as any site investigation by the City, the Director will determine if the risks of potential contamination warrant further investigation. If further site investigation is warranted, a Level I Environmental Assessment shall be provided by the grantor, as described in "2," below.**

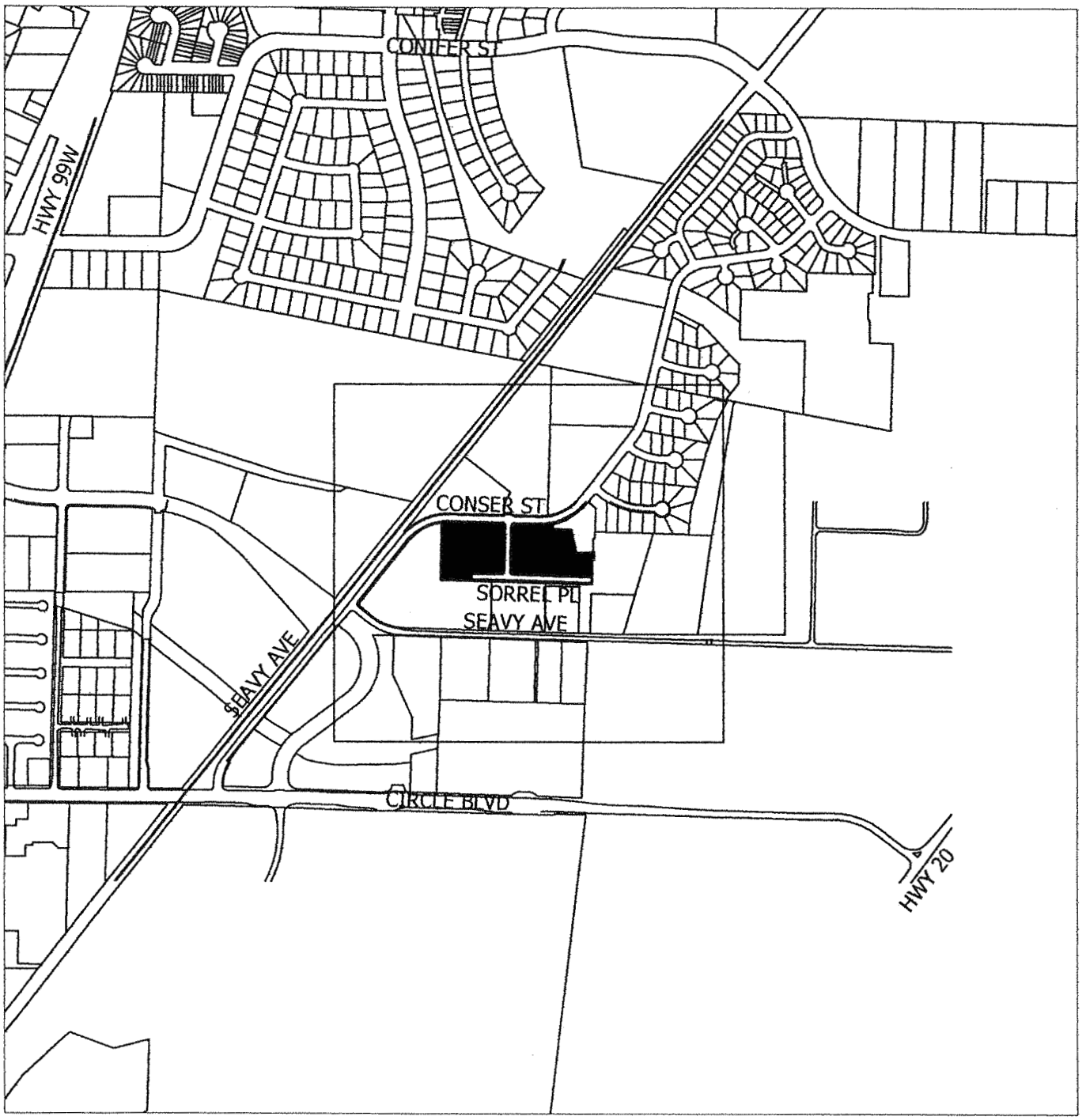
2. **Level I Environmental Assessments shall include data collection, site reconnaissance, and report preparation. Data collection shall include review of Oregon Department of Environmental Quality records, City and County fire department records, interviews with agency personnel regarding citations or enforcement actions issued for the site or surrounding sites that may impact the site, review of available historic aerial photographs and maps, interviews with current and available past owners of the site, and other data as appropriate.**

   Site reconnaissance shall include a walking reconnaissance of the site to check for physical evidence of potentially hazardous materials that may impact the site. Report preparation shall summarize data collection and site reconnaissance, assess existing and future potential for contamination of the site with hazardous materials, and recommend additional testing if there are indications of potential site contamination. Level I Environmental Assessment reports shall be signed by a registered professional engineer.

3. **If a Level I Environmental Assessment concludes that additional environmental studies or site remediation are needed, no construction permits shall be issued until those studies are submitted and any required remediation is completed by the developer and/or owner. Additional environmental studies and/or required remediation shall be at the sole expense of the developer and/or owner. The City reserves the right to refuse acceptance of land identified for dedication to public purposes if risk of liability from previous contamination is found.**

Prior to the Final Plat being recorded, an environmental assessment of all lands proposed for dedication to the City will be performed consistent with the requirements noted above.

VICINITY MAP



Subject Property

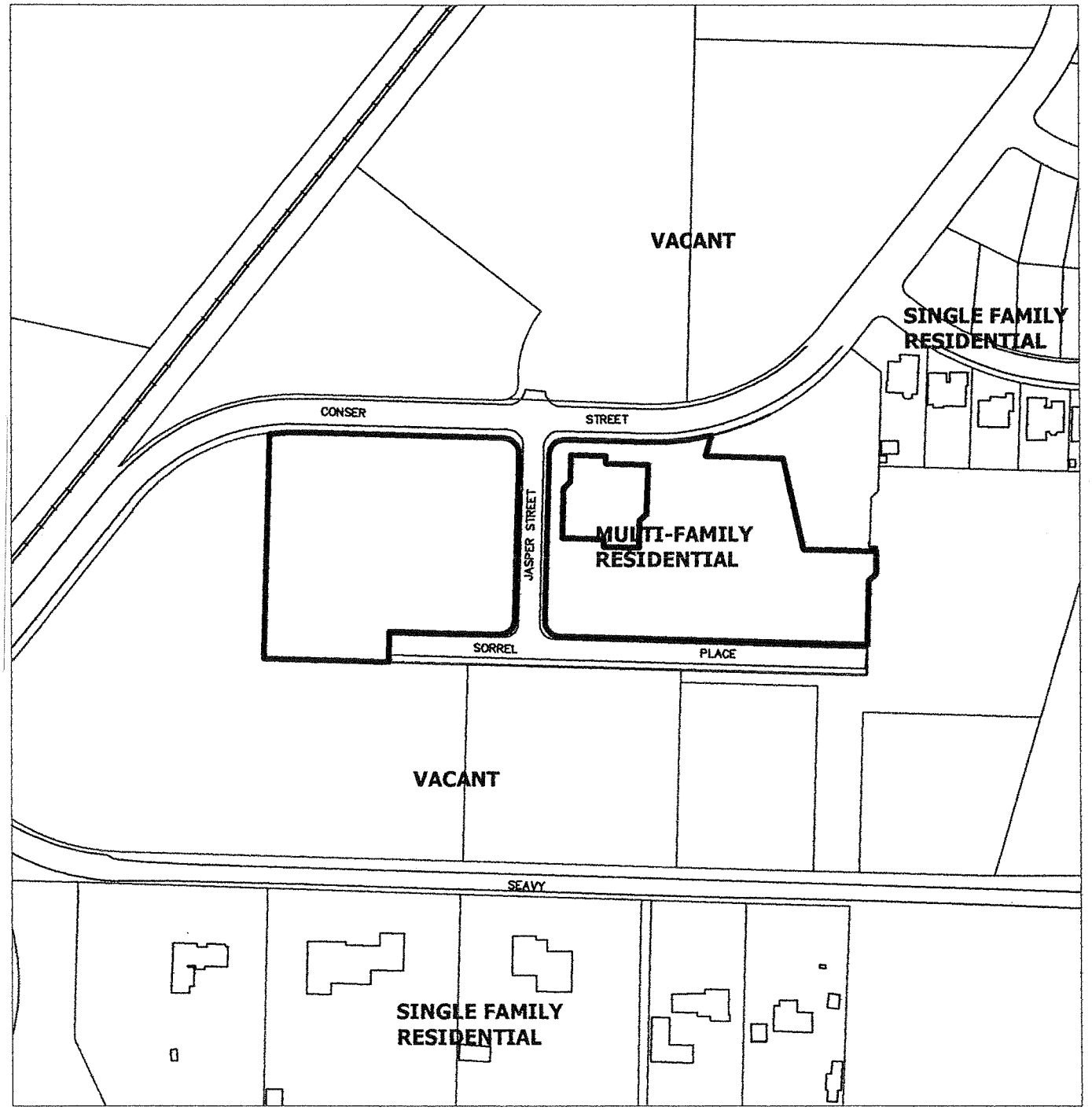
N

0 800 1600

Scale: 1" = 800'

ATTACHMENT A

SURROUNDING USES



Subject Property

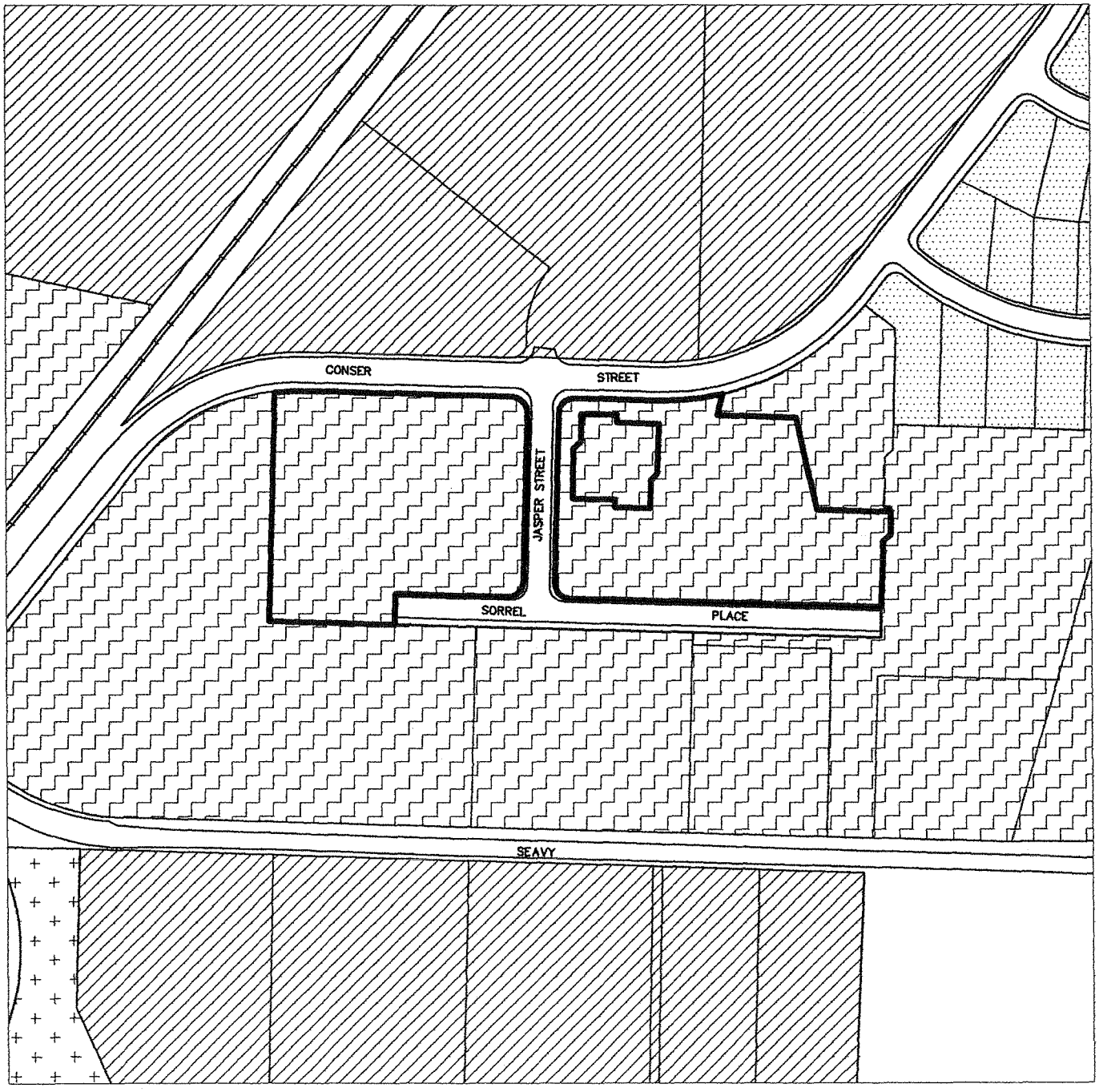
N

0 200 400

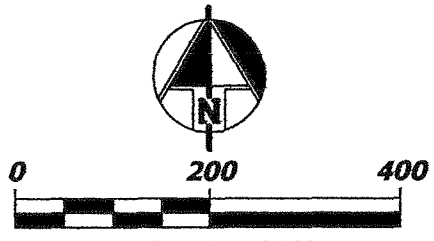
Scale: 1" = 200'

ATTACHMENT B

EXISTING COMPREHENSIVE PLAN DESIGNATIONS



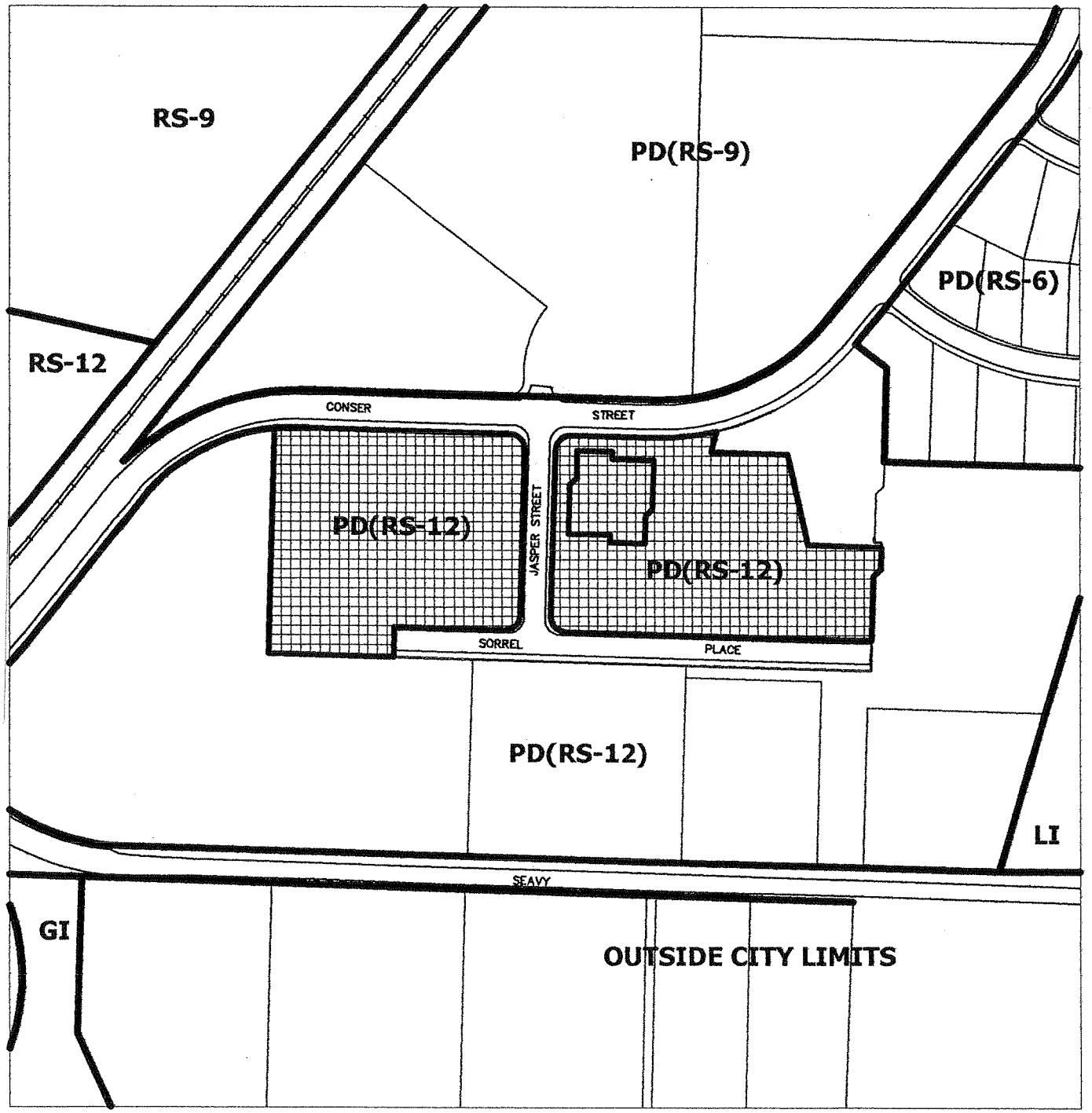
Subject Property
Residential Low Density
Residential Medium Density
Residential Medium-High Density
General Industrial



Scale: 1" = 200'

ATTACHMENT C

EXISTING ZONING DESIGNATIONS



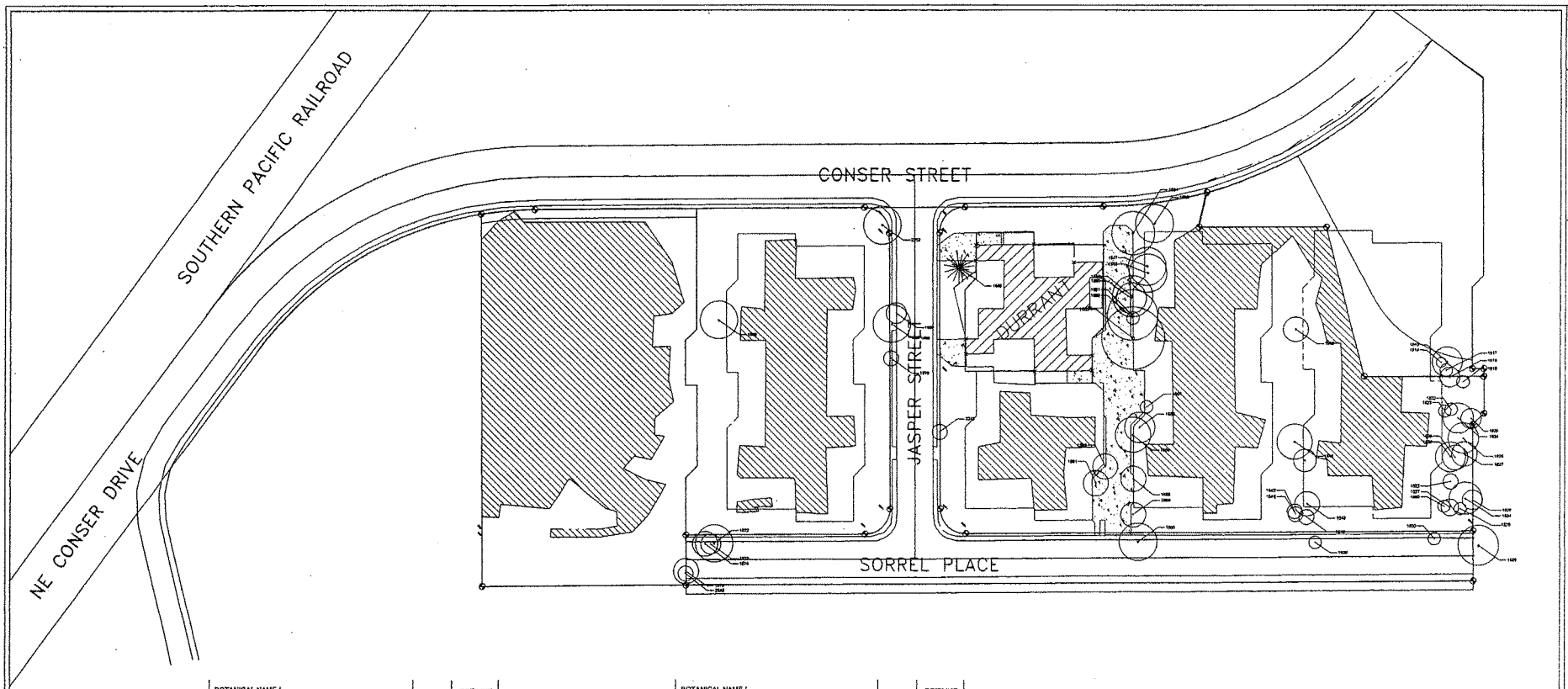
Subject Property

N

0 200 400

Scale: 1" = 200'

ATTACHMENT D



SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1522	POPULUS TRICHOCARPA / BLACK COTTONWOOD		6'	
1524	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	13'	
1525	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
1526	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	TWIN TRUNK
1527	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	7'	
1529	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	18'	TWIN TRUNK
1530	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5'	
1539	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	12'	
1540	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1541	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	
1542	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1543	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10'	9 TRUNKS
1545	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1546	POPULUS TRICHOCARPA / BLACK COTTONWOOD	5"	10'	
1547	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	15'	
1548	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	15'	
1549	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	16'	TWIN TRUNK
1550	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12'	
1551	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	20'	
1552	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5'	
1553	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	25'	7 TRUNKS
1554	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5'	TWIN TRUNK
1555	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12'	
1556	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1558	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	10'	3 TRUNKS
1559	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	3 TRUNKS
1560	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	6'	
1561	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1562	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	
1564	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	17'	
1565	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	15'	
1566	POPULUS TRICHOCARPA / BLACK COTTONWOOD	22"	15'	
1568	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	15'	
1569	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1570	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1572	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	18'	
1573	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1574	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	10'	
1576	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	10'	
1589	PICEA SP. / SPRUCE	10"	12'	
1613	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12'	
1614	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	4'	
1617	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	5'	
1618	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	8'	
1619	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1621	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10'	
1622	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5'	
1623	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5'	
1624	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12'	
1625	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1626	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12'	
1627	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10'	
1628	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	10'	
1629	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	12'	
2248	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8½"	8'	
2249	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	6'	
2252	POPULUS TRICHOCARPA / BLACK COTTONWOOD	24"	16'	

LEGEND

DELINEATED WETLANDS

SIGNIFICANT TREES

0 40 80

Designed: DD
Drafted: CR
Checked: DD
Date: January 21, 2008
Revision:

Significant Natural Features

Seavey Meadows

WILLAMETTE VALLEY PLANNING
330 N.W. POLK AVENUE
CORVALLIS, OR 97330
541-753-1987

PHASE 1 AND 2

DEVELOPMENT SITE AREA = 3.46 ACRE
PROPOSED # OF UNITS = 43
ZONE = RS-12 (12 TO 20 UNITS PER ACRE REQUIRED)
PROPOSED 43 UNITS = 12.4 UNITS PER ACRE

WETLAND IMPACT ALLOWED = 1.67 ACRE
WETLAND IMPACT PROPOSED = 1.65 ACRE

PHASE ONE - LOT COVERAGE

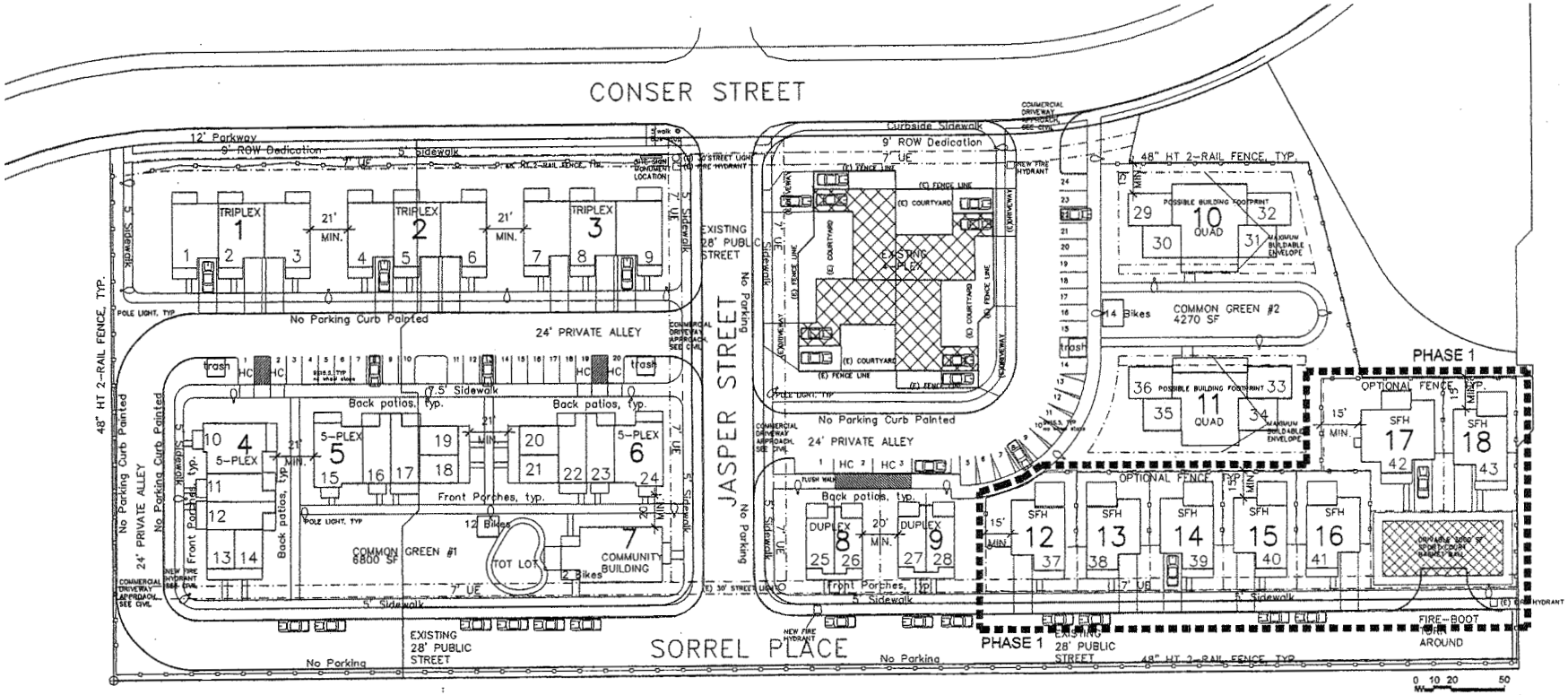
LOT 1 AREA = 3,341sf	Building 18, COVERAGE = 1,379 sf = 41%
LOT 2 AREA = 4,437sf	Building 17, COVERAGE = 1,698sf = 38%
LOT 3 AREA = 2,747sf	Building 16, COVERAGE = 1,397sf = 51%
LOT 4 AREA = 2,747sf	Building 15, COVERAGE = 1,397sf = 51%
LOT 5 AREA = 2,747sf	Building 14, COVERAGE = 1,397sf = 51%
LOT 6 AREA = 2,747sf	Building 13, COVERAGE = 1,397sf = 51%
LOT 7 AREA = 3,865sf	Building 12, COVERAGE = 1,662sf = 43%

PHASE 1
SINGLE FAMILY HOMES 7

BUILDING # 15, 18	2+ BEDROOM, 1.5 BATH W/ 1 CAR GARAGE	1,312 SQ FT 263 SQ FT
BUILDING # 14, 17	3 BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,518 SQ FT 263 SQ FT
BUILDING # 16, 20	3+ BEDROOM, 2.5 BATH W/ 1 CAR GARAGE	1,516 SQ FT 253 SQ FT
BUILDING # 19	3+ BEDROOM, 2.5 BATH W/1 CAR GARAGE	1,804 SQ FT 276 SQ FT

VEHICLE PARKING
REQUIRED:
2 CARS EACH HOME
PROVIDED:
2 CARS EACH HOME IN GARAGE AND DRIVEWAY

BIKE PARKING
REQUIRED:
NONE
PROVIDED:
GARAGE



PHASE 1 - DETAILED DEVELOPMENT PLAN

1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1369 Olive Street Eugene OR 97401 Tel: 541.683.8444

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, ORE
3860
STATE OF OR

PHASE 1 - DETAILED DEVELOPMENT PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

PHASE 2
MULTI-FAMILY UNITS 36

BUILDING TYPE: TRIPLEX BUILDING #: 1, 2, 3	# BUILDINGS: 3 # UNITS: 9 (# 1-9)	VEHICLE PARKING REQUIRED: 9 X 2.5 = 22.5 10% TRANSIT REDUCTION = 20 REQUIRED 18 ARE IN GARAGE OR DRIVEWAY, 2 ON STREET	BIKE PARKING REQUIRED: 2.5 EACH UNIT ALL IN GARAGES
(9) 3 BEDROOM TOWNHOUSE (9) W/ 1 CAR GARAGE	1,237 SQ FT 241 SQ FT		
BUILDING TYPE: 5-PLEX BUILDING #: 4, 5, 6	# BUILDINGS: 3 # UNITS: 15 (# 10-24)	VEHICLE PARKING 19.5 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 20	BIKE PARKING 19.5 REQUIRED: 6 X 1 = 6 3 X 1.5 =4.5 6 X 1.5 = 9 PROVIDED: 9 IN UNIT STORAGE 12 IN BIKE SHED
(6) 1 BEDROOM LOFT (3) 2 BEDROOM ADA FLAT (6) 2 BEDROOM TOWNHOUSE	375 SQ FT 875 SQ FT 963 SQ FT		
BUILDING TYPE: DUPLEX BUILDING #: 8, 9	# BUILDINGS: 2 # UNITS: 4 (# 25-28)	VEHICLE PARKING REQUIRED: 4 X 1.5 = 6 AND REQUIRED: 8 X 2.5 = 20 TOTAL REQUIRED = 28 TOTAL PROVIDED = 24 10% REDUCTION FOR TRANSIT STOP LOCATED W/IN 300 FT	BIKE PARKING 6 REQUIRED: 4 X 1.5 = 6 PROVIDED: 4 IN UNIT STORAGE 2 IN BIKE SHED
(4) 2 BEDROOM TOWNHOUSE	939 SQ FT		
BUILDING QUAD OR FOURPLEX BUILDING #: 10, 11	# BUILDINGS: 2 # UNITS: 8 (# 29-36)		BIKE PARKING 20 REQUIRED: 8 X 2.5 = 20 PROVIDED: 8 IN UNIT STORAGE 12 IN BIKE SHED
(8) 1 BR ADA FLAT + COMMONS or (8) 3 BEDROOM TOWNHOUSE	450 SQ FT 1,203 SQ FT		
COMMUNITY BUILDING	BUILDING #: 7	REQUIRED 1/200 = 8.5 = 9 ON STREET PARKING	BIKE PARKING REQUIRED: 10%=2 PROVIDED: 2 ON PORCHES

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 W/SENIOR QUADS)

1 BR & 2-BR UNITS:	27 X 200 = 5,400
3-BR UNITS:	16 X 300 = 4,800
	9,900 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

TOTAL DEVELOPMENT COMMON OUTDOOR SPACE
(PHASE 1 AND PHASE 2 - ALTERNATE FAMILY)

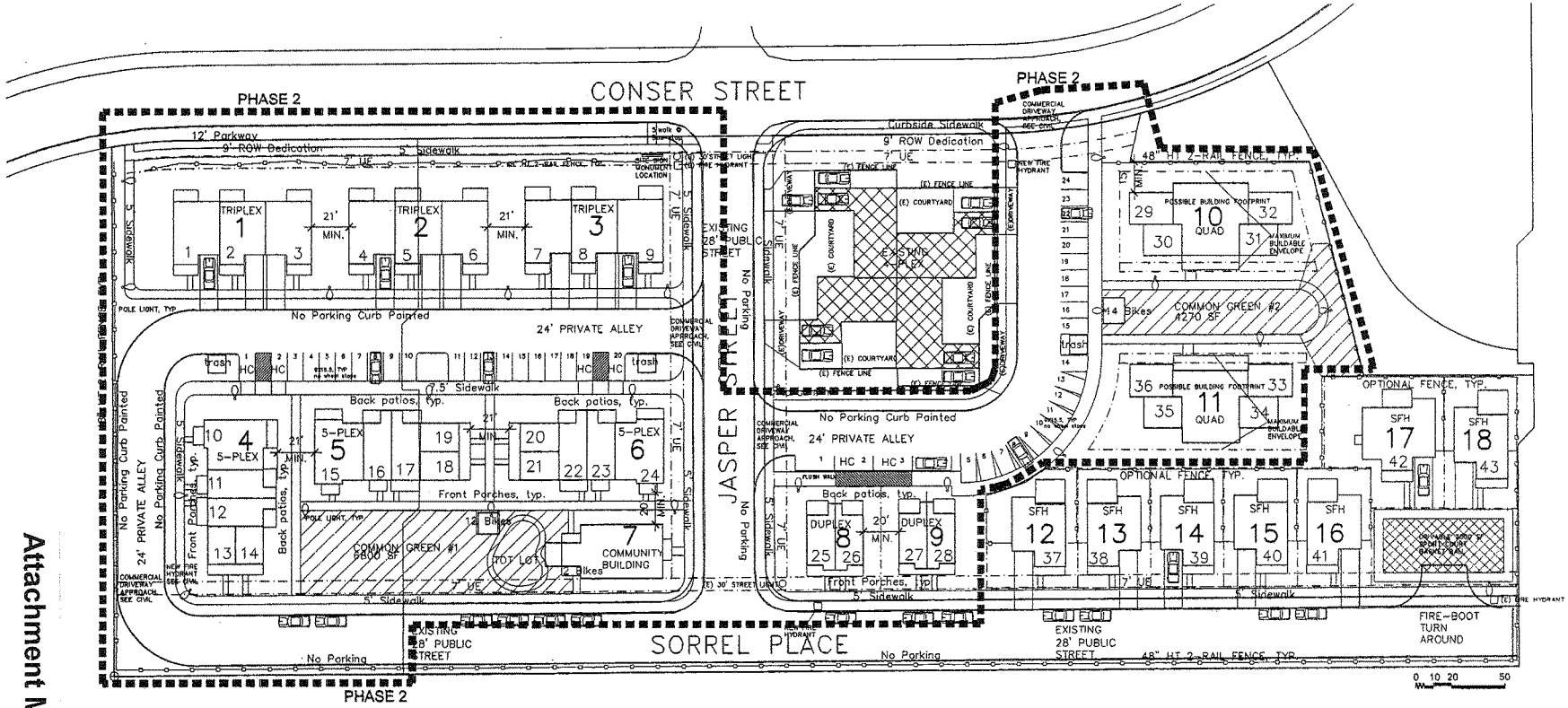
1 BR & 2-BR UNITS:	19 X 200 = 3,800
3-BR UNITS:	24 X 300 = 7,200
	11,000 SF REQUIRED
COMMONS #1:	6,800 SF
COMMONS #2:	4,270 SF
	11,070 SF PROVIDED

PLUS 3,000 SF SPORT COURT FOR BASKETBALL

PHASE 2 - LOT COVERAGE

BLDG #	Lot #	AREA	COVERAGE	%
9	8	4,476	1,794	40%
8	9	4,467	1,423	32%
10,11	10	27,075	12,777	47%
4,5,6,7	11	39,141	12,885	32.9%
1,2,3	12	27,272	11,376	41.7%

NOTE: lot coverage for lot 10 is noted as if total available building envelope is used for either quad or fourplex.



PHASE 2 - DETAILED DEVELOPMENT PLAN
1"=30'

BERGSUND DELANEY
Architecture & Planning, P.C.
1369 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREG
3868
STATE OF OREGON

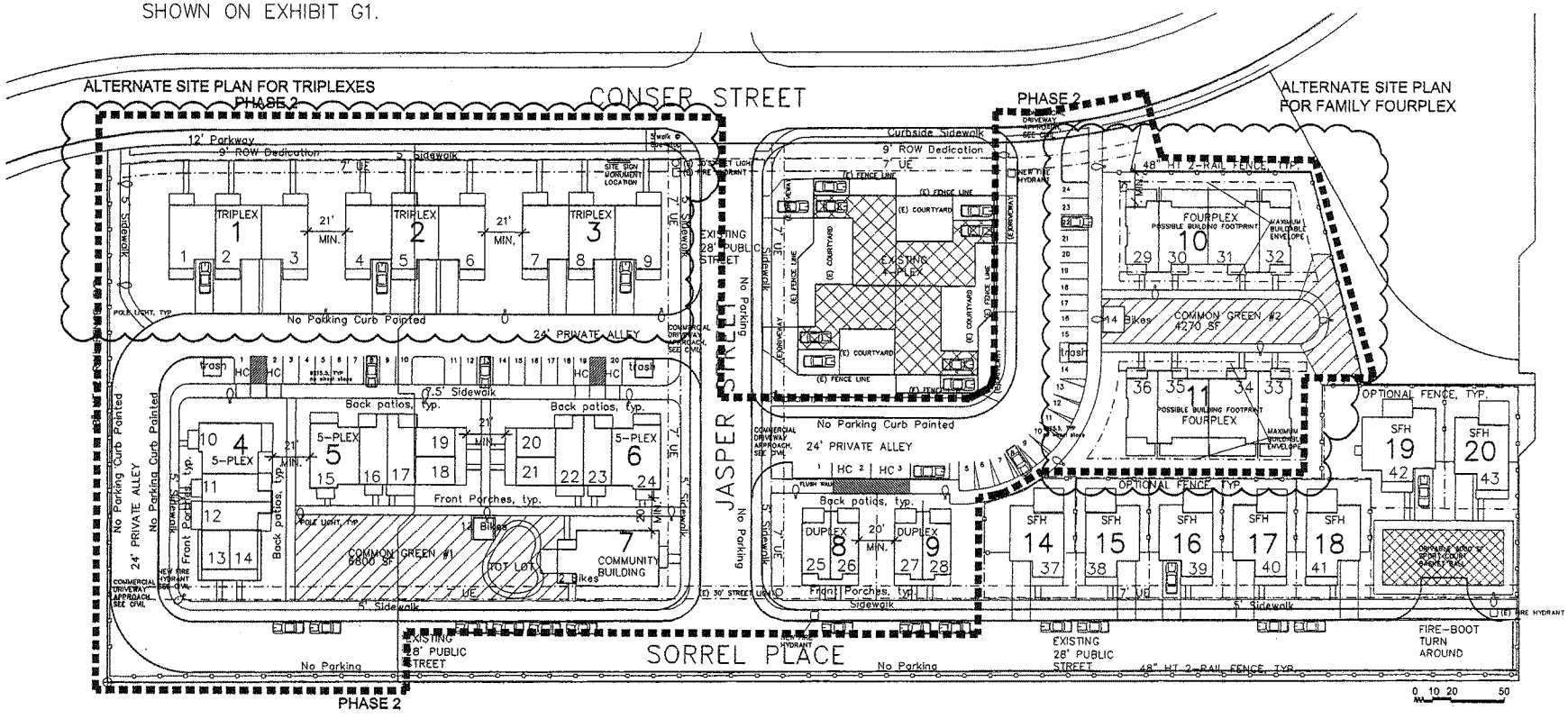
PHASE 2 - DETAILED DEVELOPMENT PLAN
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G1

Attachment M-111

TRIPLEX ALTERNATE:
NOT DESIRABLE TO CONNECT HOUSES DIRECTLY TO THE SIDEWALK AT CONSER. PREFERRED DESIGN IS THE TRIPLEX WITH CONNECTION OF HOUSE TO ALLEY AS SHOWN ON EXHIBIT G1.

QUAD OR FOURPLEX ALTERNATE:
BOTH SENIOR QUADS (EXHIBIT G1) AND FAMILY FOURPLEX (EXHIBIT G2) ARE SHOWN. PROPOSAL WOULD LIKE THE FLEXIBILITY TO DO EITHER SCHEME.



PHASE 2 - DETAILED DEVELOPMENT PLAN - ALTERNATES

1"=30'

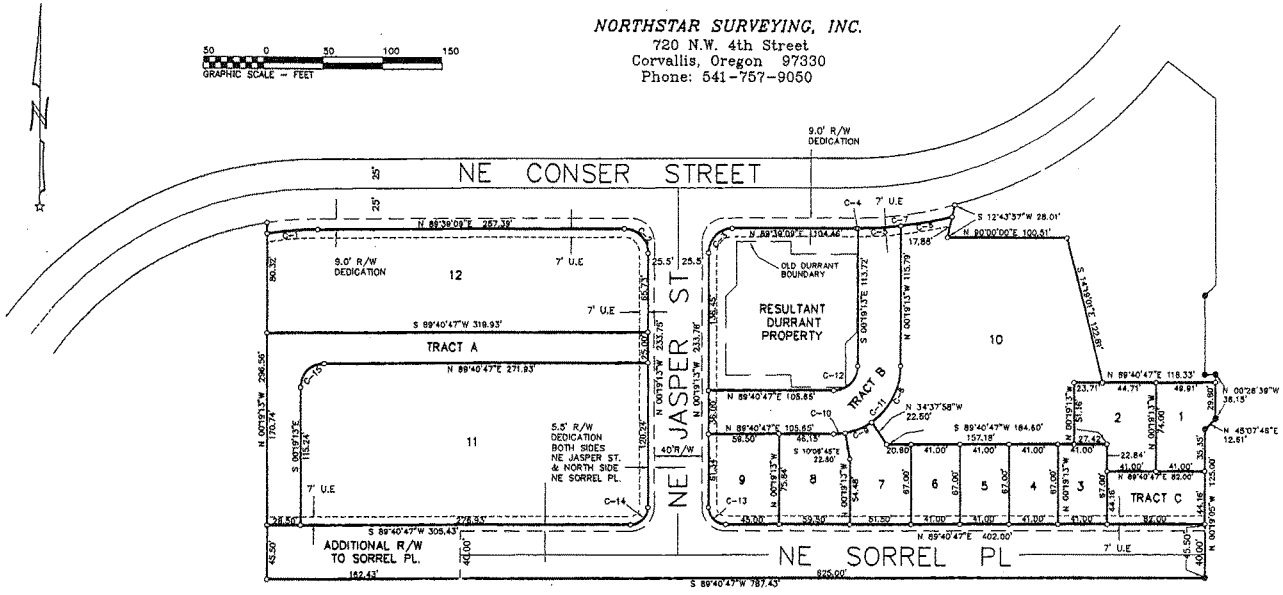
BERGSUND DELANEY
Architecture & Planning, P.C.
4199 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

PHASE 2 - DETAILED DEVELOPMENT PLAN
ALTERNATES
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

G2
ALTERNATE

NORTHSTAR SURVEYING, INC.
720 N.W. 4th Street
Corvallis, Oregon 97330
Phone: 541-757-9050



PER THE PLAT OF SEAVY MEADOWS PHASE 1 UTILITY AND SERVICE EASEMENTS SHALL BE SEVEN (7) FEET IN WIDTH ON THE STREET FRONTAGES AS SHOWN ON SAID PLAT. IN ADDITION, UTILITY AND SERVICE EASEMENTS SHALL INCLUDE COMMON AREAS "A" AND "B" THAT SURROUND ALL ORIGINAL LOT CLUSTERS AS SHOWN ON PLAT.

LOT & TRACT AREAS

LOT 1 = 3,341 SQFT	LOT 10 = 27,075 SQFT
LOT 2 = 4,437 SQFT	LOT 11 = 39,141 SQFT
LOT 3 = 2,747 SQFT	LOT 12 = 27,272 SQFT
LOT 4 = 2,747 SQFT	TRACT A = 11,920 SQFT
LOT 5 = 2,747 SQFT	TRACT B = 10,072 SQFT
LOT 6 = 2,747 SQFT	TRACT C = 3,821 SQFT
LOT 7 = 3,865 SQFT	ADDITIONAL R/W DEDICATION = 18,068 SQFT
LOT 8 = 4,476 SQFT	RESULTANT DURRANT TRACT = 16,627 SQFT
LOT 9 = 4,467 SQFT	

CURVE DATA

Curve	Radius	Length	Delta	Chord	Chord Bear.
C-1	288.00'	49.71'	9°53'00.0"	49.63'	N 85°00'33" E
C-2	20.00'	31.43'	90°01'37.9"	28.29'	S 45°00'02" E
C-3	20.00'	31.41'	89°58'22.1"	28.28'	N 44°59'58" E
C-4	334.00'	1.21'	0°12'28.5"	1.21'	N 89°35'46" E
C-5	334.00'	36.09'	6°11'19.5"	36.08'	N 89°23'54" E
C-6	334.00'	43.66'	7°29'35.1"	43.65'	N 79°19'26" E
C-7	334.00'	80.98'	13°53'20.1"	80.77'	N 89°45'19" E
C-8	58.00'	54.43'	53°41'14.3"	52.31'	S 27°31'24" W
C-9	58.00'	23.97'	24°31'13.2"	23.78'	S 67°37'38" W
C-10	58.00'	9.57'	9°47'32.3"	9.56'	S 84°47'01" W
C-11	58.00'	87.96'	90°00'00.0"	79.20'	S 44°40'47" W
C-12	20.00'	31.42'	90°00'00.0"	28.28'	S 44°40'47" W
C-13	14.50'	22.78'	90°00'00.0"	20.51'	N 45°19'13" W
C-14	14.50'	22.78'	90°00'00.0"	20.51'	S 44°40'47" W
C-15	18.50'	30.63'	90°00'00.0"	27.58'	N 44°40'47" E

TENTATIVE PLAT

SEAVEY MEADOWS

WILLAMETTE NEIGHBORHOOD HOUSING SERVICES

SE 1/4 SECTION 24 & NE 1/4 SECTION 25,
TOWNSHIP 11 SOUTH, RANGE 5 WEST, WILLAMETTE MERIDIAN
CORVALLIS, BENTON COUNTY, OREGON

FEBRUARY 21, 2008

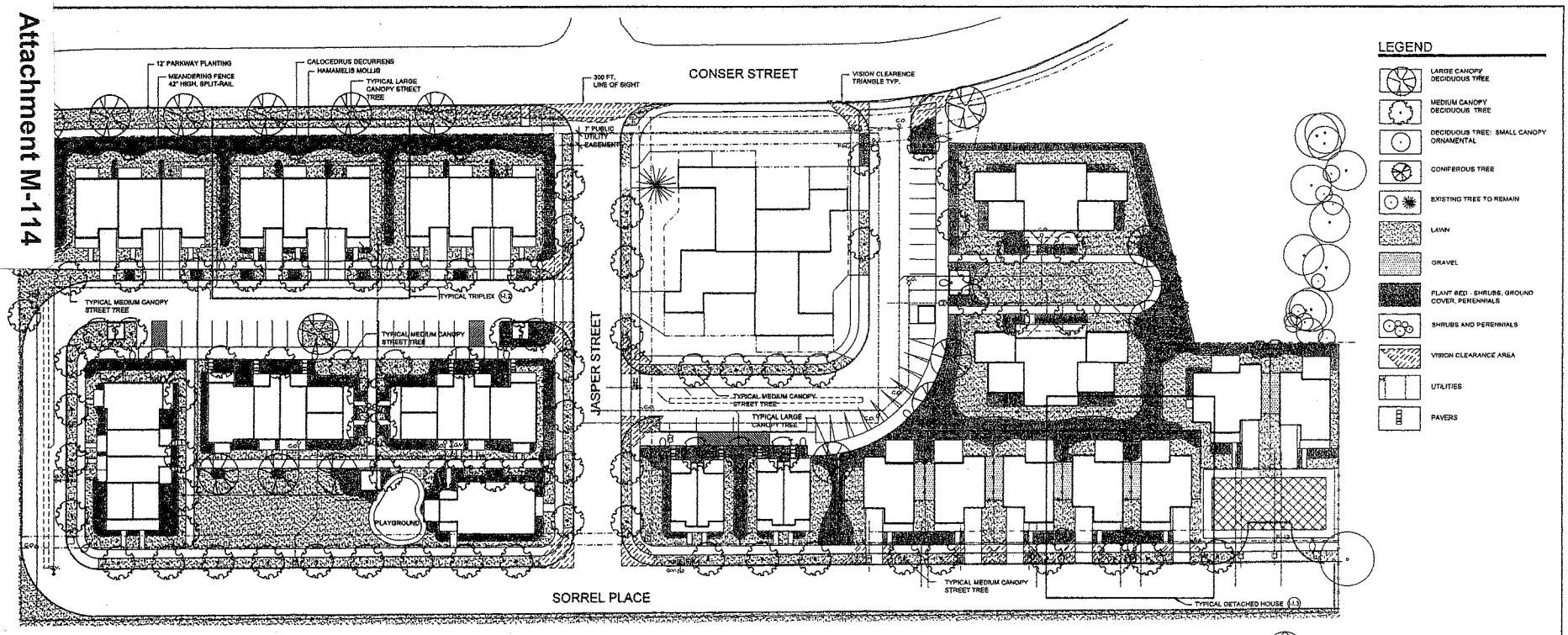
REGISTERED PROFESSIONAL LAND SURVEYOR
OREGON
THEODORE JAMES LUNCION
2142
Expires 12-31-08

TENTATIVE SUBDIVISION PLAT

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

1

Attachment M-113



I-1.1 - OVERALL LANDSCAPE PLAN SCALE: 1" = 30'-0"

NORTH

PLANT LIST

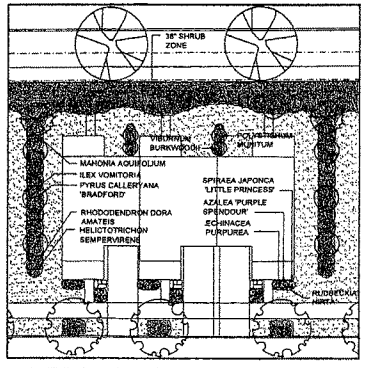
QTY.	BOTANICAL NAME / COMMON NAME	SIZE	TYPE
	TREES		
	BETULA NIGRA / RIVER BIRCH	2" CAL.	MED. CANOPY STREET
	CALOCEDRUS DECURRENS / INCENSE CEDAR	6' B&B	LRG. CONIFER
	CARPINUS CAROLINIANA / AMERICAN HORNBEAM	2" CAL.	MED. CANOPY STREET
	FRAXINUS PENNSYLVANICA 'PATMORE' / PATMORE ASH	2" CAL.	MED. CANOPY STREET
	FICUS NIDVERALLA / EDIBLE FIG	2" CAL.	SMALL ORNAMENTAL
	MAGNOLIA KOBUS / KOBUS MAGNOLIA	1"/4" CAL.	SMALL ORNAMENTAL
	COTINUS COGGYGRIA 'ROYAL PURPLE' / SMOKEBUSH	1"/4" CAL.	SMALL ORNAMENTAL
	QUERCUS PHELLOS / WILLOW OAK	2" CAL.	MED. CANOPY STREET
	QUERCUS COCCINEA / SCARLET OAK	2" CAL.	LRG. CANOPY STREET
	STEWARTIA PSEUDOCAMELLIA / JAPANESE STEWARTIA	1"/4" CAL.	SMALL ORNAMENTAL
	PYRUS CALLERYANA 'BRADFORD'	2" CAL	MED. CANOPY STREET
	THUJA PLICATA / WESTERN RED CEDAR	6' B&B	LRG. CONIFER
	DIOSPYROS KAKI 'FUJI' / JAPANESE PERSIMMON	2" CAL.	MED. CANOPY STREET
	SHRUBS		HEIGHT
	AZALEA 'PURPLE SPLENDOR' / EVERGREEN AZALEA	3 GAL.	3'
	FORSYTHIA INTERMEDIA 'KARL SAX' / KARL SAX FORSYTHIA	5 GAL.	5'
	GAULTHERIA SHALLON / SALAL	1 GAL.	2'
	HAMAMELIS MOLLIS / CHINESE WITCH HAZEL	15 GAL.	5'
	ILEX VOMITORIA / JAPANESE HOLLY	3 GAL.	4'
	MAHONIA AQUIFOLIUM / OREGON GRAPE	3 GAL.	5'
	MAHONIA NERVOSA / LONGLEAF MAHONIA	2 GAL.	3'
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	3 GAL.	20'
	NANDINA DOMESTICA 'WOODS DWARF' / HEAVENLY BAMBOO	3 GAL.	6'
	PIERIS JAPONICA 'TEMPLE BELLS' / PIERIS	3 GAL.	4'
	RHODODENDRON 'DORA AMATEIS' / DORA AMATEIS RHODODENDRON	3 GAL.	3'
	SPIRAEA JAPONICA 'LITTLE PRINCESS' / DWARF SPIRAEA	3 GAL.	3'
	RHODODENDRON 'PURPLE SPLENDOR' / EVERGREEN RHODODENDRON	3 GAL.	6'
	RHODODENDRON 'VULCAN' / VULCAN RHODODENDRON	3 GAL.	5'
	VIBURNUM BURKWOODII / BURKWOOD VIBURNUM	5 GAL.	5'
	VIBURNUM DAVIDII / DAVID VIBURNUM	3 GAL.	4'
	VIBURNUM TINUS 'SPRING BOUQUET' / LAURUSTINUS	5 GAL.	4'
	GROUND COVERS		
	ARCTOSTAPHYLOS UVA URSI 'MASSACHUSETTS' / KINNIKINNICK	1 GAL.	
	LIRIOPE / MONKEY GRASS	1 GAL.	
	VINCA MINOR / DWARF PERIWINKLE	4" POT	
	LAWN		
	'FLEUR DE LAWN' BIOLOGY MIX		

FINAL SELECTION OF TREES SHALL BE MADE IN CONSULTATION WITH THE CITY FORESTER.

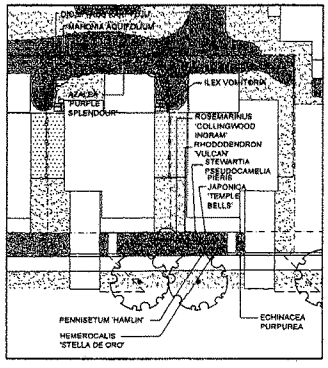
QTY.	BOTANICAL NAME / COMMON NAME	SIZE
	PERENNIALS	
	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	
	HEMEROCALIS 'STELLA DE ORO' / EVERGREEN DAY LILY	
	HELLEBORUS ORIENTALIS / LENTEN ROSE	
	ROSEMARINUS / ROSEMARY	
	RUDBECKIA / BLACK-EYED SUSAN	
	ECHINACEA / PURPLE CONEFLOWER	
	POLYSTICHUM MUNITUM / SWORD FERN	
	SEDUM 'RUPIUM' / STONECROP	
	LAVANDULA STOECHAS / SPANISH LAVENDER	
	PENNISETUM ALOPECUROIDES 'HAMLIN' / DWARF FOUNTAIN GRASS	

NOTES

1. A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED TO ALL REQUIRED LANDSCAPED AREAS. THE SYSTEM WILL BE DESIGNED BY A LANDSCAPE ARCHITECT AND SUBMITTED AT THE TIME OF BUILDING PERMIT APPLICATION.
2. PLANTING METHODS WILL BE SPECIFIED IN CONTRACT DOCUMENTS. MINIMUM 8" TOPSOIL WILL BE PROVIDED IN LAWN, 12" TOPSOIL IN PLANT BEDS. MINIMUM 3" ORGANIC MATERIAL AND ORGANIC FERTILIZER WILL BE APPLIED AND TILLED INTO SOIL. A 3" ORGANIC MULCH LAYER WILL BE APPLIED TO PLANT BEDS.
3. DETAILS FOR PLANT BED PROFILE, AND TREE AND SHRUB INSTALLATION WILL BE PROVIDED WITH CONTRACT DOCUMENTS.
4. TREES WILL NOT BE PLANTED WITHIN 10' OF FIRE HYDRANTS AND UTILITY POLES, 20' OF STREET LIGHTS, AND 10' OF SANITARY, STORM, OR WATER LINES.
5. WHERE CONFLICTS OCCUR BETWEEN UTILITIES AND TREE LOCATIONS, ADJUSTMENTS WILL BE MADE AND SHOWN ON PERMIT SIG SET.
6. VISION CLEARANCE AREAS AT CONSER STREET WILL BE DETERMINED BY CITY ENGINEERS. CONIFERS AND VIEW BLOCKING SHRUBS WILL BE KEPT OUT OF THESE AREAS.
7. BUFFER AND PARKING AREA PLANTINGS WILL CONSIST OF APPROVED TREES, LOW-LYING GROUND COVERS AND SHRUBS, AND ACCENT VERTICAL SHRUBS TO BUFFER VIEWS.
8. SEE EXHIBIT I-3 FOR SIZE & SPECIES OF EXISTING TREES



I-1.2 - TYPICAL TRIPLEX SCALE: 1" = 20'-0"



I-1.3 - TYPICAL DETACHED HOUSE SCALE: 1" = 20'-0"

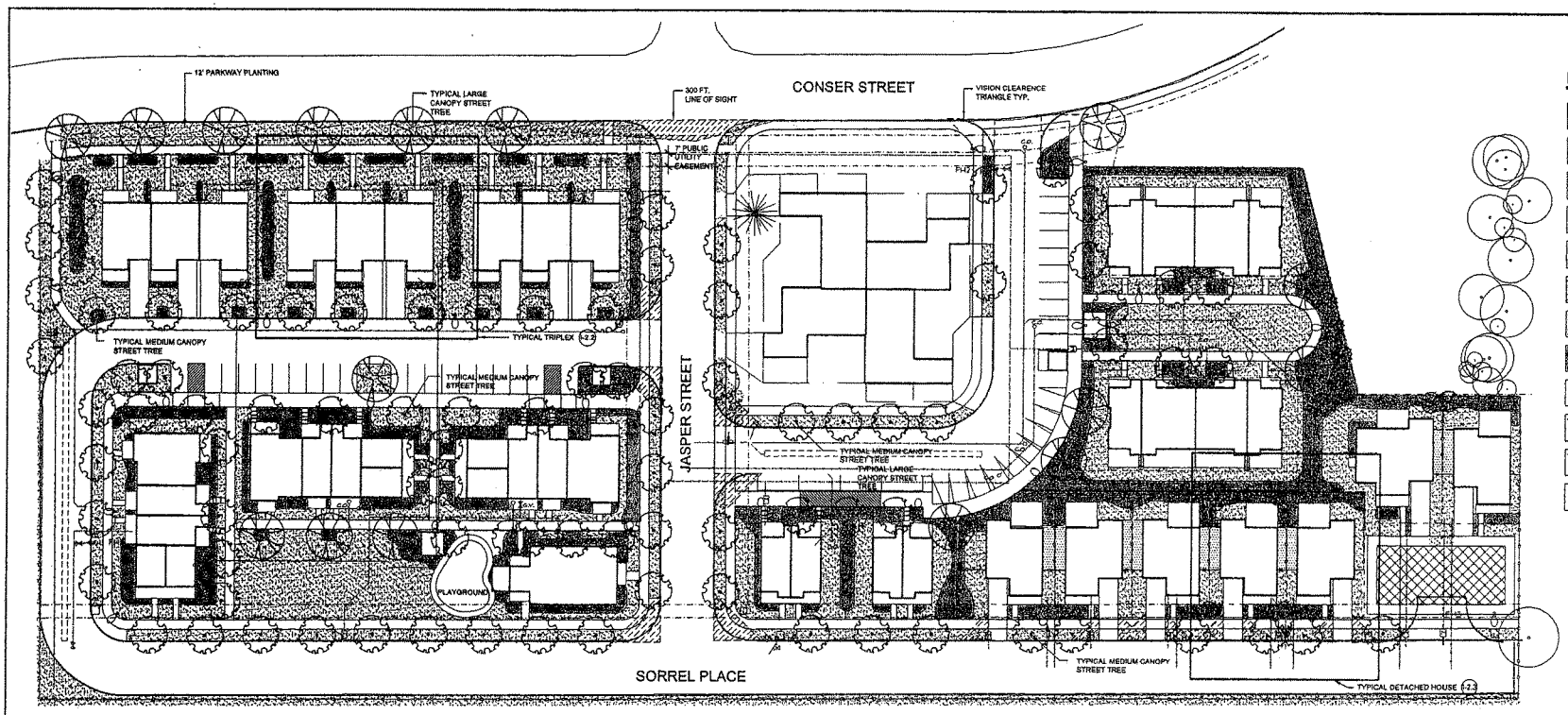
SATRE ASSOCIATES
Planners, Landscape Architects and Environmental Specialists
123 Sun Goodway, Suite 326
Eugene, Oregon 97401
(503) 686-1931 - Fax (503) 686-8722

REGISTERED LANDSCAPE ARCHITECT
SARA GEDDES
OREGON

DRAWN:	LKS
CHECKED:	SLG
DATE:	09/25
REVISED:	

LANDSCAPE PLAN
SEA MEADOWS
PLANNED DEVELOPMENT APPLICATION

I-1



LEGEND

- LARGE CANOPY DECIDUOUS TREE
- MEDIUM CANOPY DECIDUOUS TREE
- DECIDUOUS TREE SMALL CANOPY ORNAMENTAL
- CONIFEROUS TREE
- EXISTING TREE TO REMAIN
- LAWN
- GRAVEL
- PLANT BED - SHRUBS, GROUND COVER, PERENNIALS
- SHRUBS AND PERENNIALS
- VISION CLEARANCE AREA
- UTILITIES
- PAVERS

I-2.1 - OVERALL LANDSCAPE PLAN SCALE: 1" = 30'-0" NORTH

PLANT LIST

QTY.	BOTANICAL NAME / COMMON NAME	SIZE	TYPE
	TREES		
	BETULA NIGRA / RIVER BIRCH	2" CAL	MED. CANOPY STREET
	CALOCEDRUS DECURRENS / INCENSE CEDAR	6' B&B	LRG. CONIFER
	CARPINUS CAROLINIANA / AMERICAN HORNBEAM	2" CAL	MED. CANOPY STREET
	FRAXINUS PENNSYLVANICA 'PATMORE' / PATMORE ASH	2" CAL	MED. CANOPY STREET
	PICUS NIGRA/NALA / EDRILE PIO	2" CAL	SMALL ORNAMENTAL
	MAGNOLIA KOBUS / KOBUS MAGNOLIA	1"1/2" CAL	SMALL ORNAMENTAL
	OXYDENDRUM ARBOREUM / SOURWOOD	1"1/2" CAL	SMALL ORNAMENTAL
	QUERCUS PHELLOS / WILLOW OAK	2" CAL	MED. CANOPY STREET
	QUERCUS COCCINEA / SCARLET OAK	2" CAL	LRG. CANOPY STREET
	STEWARTIA PSEUDOCAMELLIA / JAPANESE STEWARTIA	1"1/2" CAL	SMALL ORNAMENTAL
	PYRUS CALLERYANA 'BRADFORD'	2" CAL	MED. CANOPY STREET
	THUJA PLICATA / WESTERN RED CEDAR	6' B&B	LRG. CONIFER
	DIOSPYROS KAKI TUJU / JAPANESE PERSIMMON	2" CAL	MED. CANOPY STREET
	SHRUBS		
	AZALEA 'PURPLE SPLENDOR' / EVERGREEN AZALEA	3 GAL	
	FORSYTHIA INTERMEDIA 'KARL SAX' / KARL SAX FORSYTHIA	5 GAL	
	GAULTHERIA SHALLON / SALAL	1 GAL	
	HAMAMELIS MOLLIS / CHINESE WITCH HAZEL	15 GAL	
	ILEX VOMITORIA / JAPANESE HOLLY	3 GAL	
	MAHONIA AQUIFOLIUM / OREGON GRAPE	3 GAL	
	MAHONIA NERVOSA / LONGLEAF MAHONIA	2 GAL	
	MYRICA CALIFORNICA / CALIFORNIA WAX MYRTLE	5 GAL	
	NANDINA DOMESTICA 'WOODS DWARF' / HEAVENLY BAMBOO	3 GAL	
	PIERIS JAPONICA 'TEMPLE BELLS' / PIERIS	3 GAL	
	RHODODENDRON 'DORA AMATEIS' / DORA AMATEIS RHODODENDRON	3 GAL	
	SPIRAEA JAPONICA 'LITTLE PRINCESS' / DWARF SPIRAEA	3 GAL	
	RHODODENDRON 'PURPLE SPLENDOR' / EVERGREEN RHODODENDRON	3 GAL	
	RHODODENDRON 'VULCAN' / VULCAN RHODODENDRON	3 GAL	
	VIBURNUM BURKWOODII / BURKWOOD VIBURNUM	5 GAL	
	VIBURNUM DAVIDI / DAVID VIBURNUM	3 GAL	
	VIBURNUM TINUS 'SPRING BOUQUET' / LAURUSTINUS	3 GAL	
	GROUND COVERS		
	ARCTOSTAPHYLOS UVA URSI 'NAUSHUSETTE' / KINNIKINNICK	1 GAL	
	LIRIOPE / MONKEY GRASS	1 GAL	
	VINCA MINOR / DWARF PERIWINKLE	4" POT	
	LAWN		
	'FLEUR DE LAWN' ECOLOGY MIX		

FINAL SELECTION OF STREET TREES SHALL BE MADE IN CONSULTATION WITH THE CITY FORESTER

QTY.	BOTANICAL NAME / COMMON NAME	SIZE
	PERENNIALS	
	HELICTOTRICHON SEMPERVIRENS / BLUE OAT GRASS	
	HEMEROCALIS 'STELLA DE ORO' / EVERGREEN DAY LILY	
	HELEBORUS OCCIDENTALIS / LENTENROSE	
	ROSEMARINUS / ROSEMARY	
	RUDBECKIA / BLACK-EYED SUSAN	
	ECHINACEA / PURPLE CONEFLOWER	
	POLYSTICHUM MUNITUM / SWORD FERN	
	SEDUM 'AUTUMN' / STONECROP	
	LAVANDULA STOECHAS / SPANISH LAVENDER	
	PENNISETUM ALOPECUROIDES 'HAMLIN' / DWARF FOUNTAIN GRASS	

NOTES

1. A PERMANENT UNDERGROUND AUTOMATIC IRRIGATION SYSTEM WILL BE PROVIDED TO ALL REQUIRED LANDSCAPED AREAS. THE SYSTEM WILL BE DESIGNED BY A LANDSCAPE ARCHITECT AND SUBMITTED AT THE TIME OF BUILDING PERMIT APPLICATION.
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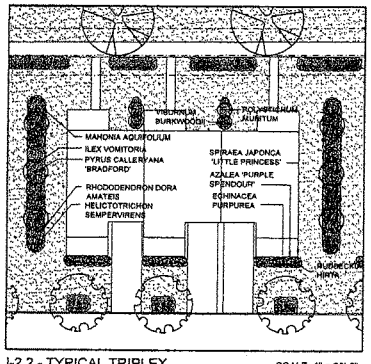
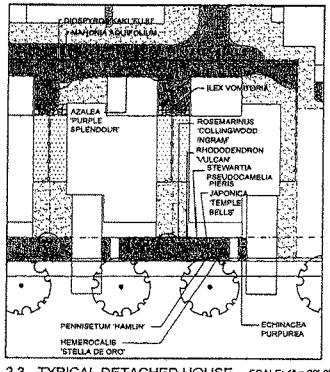
8. SEE EXHIBIT I-3 FOR SIZE & SPECIES OF EXISTING TREES



I-2.2 - TYPICAL TRIPLEX SCALE: 1" = 20'-0"



I-2.3 - TYPICAL DETACHED HOUSE SCALE: 1" = 20'-0"

SATRE ASSOCIATES
Planner, Landscape Architect and Environmental Specialists
132 East Broadway, Suite 314
Eugene, Oregon 97401
(503) 485-1761 - Fax (541) 485-4797

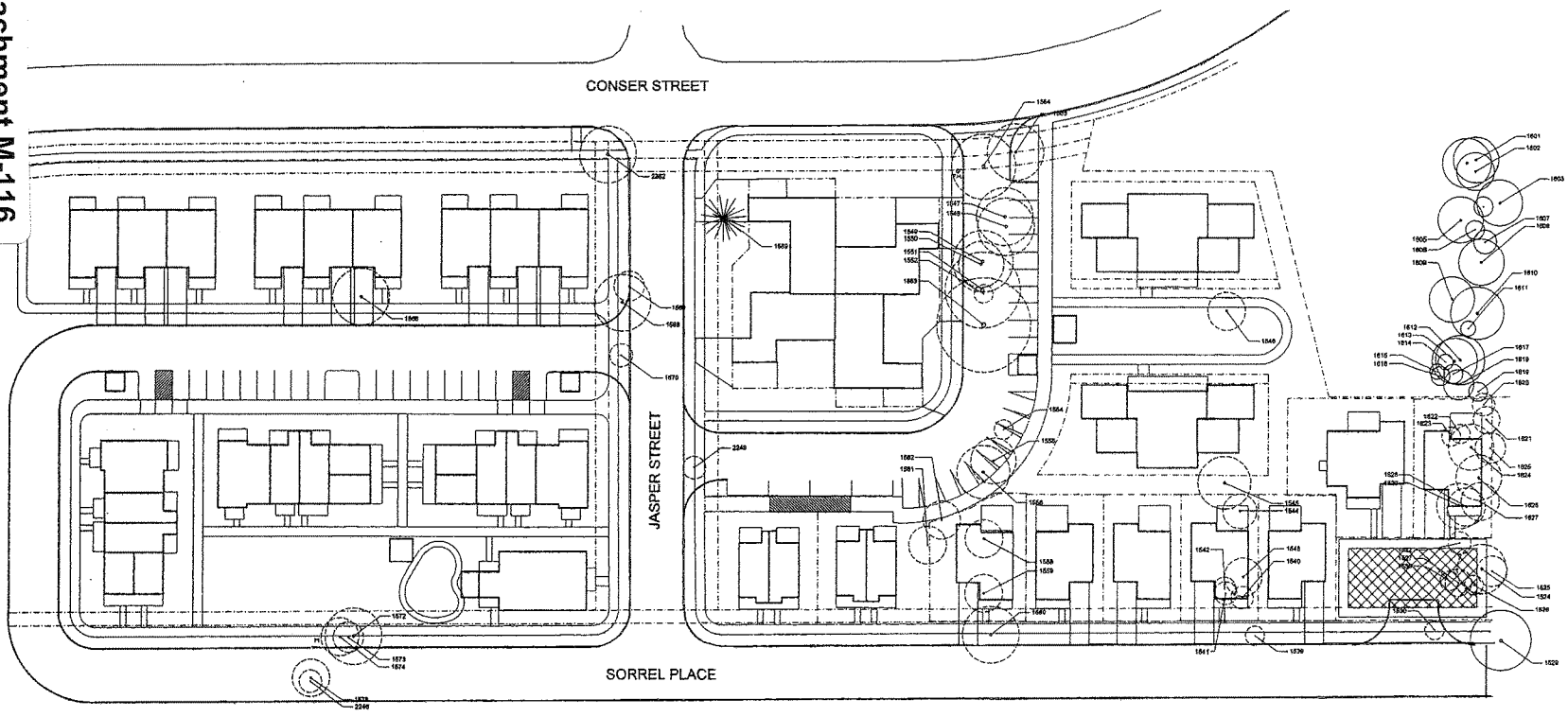
REGISTERED LANDSCAPE ARCHITECT
SARA GEDDES
OREGON

DRAWN:	LKS
CHECKED:	SLG
DATE:	02/25/97
REVISED:	

LANDSCAPE PLAN - ALTERNATE
SEA MEADOWS
PLANNED DEV MENT APPLICATION

I-2

Attachment M-115



1-3.1 - EXISTING TREES ON SITE PLAN SCALE: 1" = 30'-0"

NORTH

PLANT LIST

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1600	POPULUS TRICHOCARPA / BLACK COTTONWOOD	20"	13'	
1601	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	13'	
1602	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10'	
1603	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12'	TWIN TRUNK
1604	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1605	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	12'	
1606	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1607	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1608	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	12'	
1609	POPULUS TRICHOCARPA / BLACK COTTONWOOD	17"	12'	
1610	POPULUS TRICHOCARPA / BLACK COTTONWOOD	19"	14'	
1611	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	4'	
1612	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	13'	
1613	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	13'	
1614	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	4'	
1615	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	4'	
1616	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	
1617	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
1618	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	8'	
1619	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1620	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	
1621	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	7'	
1622	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1623	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	6'	
1624	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	12'	
1625	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	8'	
1626	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	12'	
1627	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	10'	
1628	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	10'	
1629	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	12'	
1630	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	10'	
1631	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
1632	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1633	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	9'	8 TRUNKS
1634	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	13'	
1635	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
1638	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	TWIN TRUNK
1527	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	7'	

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1528	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	5'	
1529	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	10'	TWIN TRUNK
1530	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1531	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1532	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1533	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1534	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1535	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1536	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1537	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1538	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	4'	
1539	POPULUS TRICHOCARPA / BLACK COTTONWOOD	3"	12'	
1540	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1541	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1542	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1543	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10'	9 TRUNKS
1544	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10'	
1545	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1546	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	10'	
1547	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	15'	
1548	POPULUS TRICHOCARPA / BLACK COTTONWOOD	14"	18'	
1549	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	16'	TWIN TRUNK
1550	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	12'	
1551	POPULUS TRICHOCARPA / BLACK COTTONWOOD	18"	20'	
1552	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1553	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	25'	7 TRUNKS
1554	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	5'	TWIN TRUNK
1555	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	12'	
1556	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	14'	
1557	POPULUS TRICHOCARPA / BLACK COTTONWOOD	CLUMP	10'	6 TRUNKS
1558	POPULUS TRICHOCARPA / BLACK COTTONWOOD	5"	10'	3 TRUNKS
1559	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	10'	3 TRUNKS
1560	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	7'	
1561	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	6'	
1562	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	10'	
1563	POPULUS TRICHOCARPA / BLACK COTTONWOOD	7"	12'	
1564	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	17'	
1565	POPULUS TRICHOCARPA / BLACK COTTONWOOD	9"	18'	

SURVEY #	BOTANICAL NAME / COMMON NAME	DBH	DRIPLINE RADIUS	NOTES
1566	POPULUS TRICHOCARPA / BLACK COTTONWOOD	22"	18'	
1568	POPULUS TRICHOCARPA / BLACK COTTONWOOD	13"	14'	
1569	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	8'	
1570	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1571	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1572	POPULUS TRICHOCARPA / BLACK COTTONWOOD	12"	18'	
1573	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1574	POPULUS TRICHOCARPA / BLACK COTTONWOOD	11"	10'	
1575	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	7'	
1576	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	16'	
1577	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	20'	
1578	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1579	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	8'	
1580	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1581	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1582	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1583	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
1584	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1585	POPULUS TRICHOCARPA / BLACK COTTONWOOD	8"	8'	
1586	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1587	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1588	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	5'	
1589	FIGS & SP. / SPRUCE	10"	12'	
2248	POPULUS TRICHOCARPA / BLACK COTTONWOOD	6"	6'	
2249	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
2251	POPULUS TRICHOCARPA / BLACK COTTONWOOD	10"	8'	
2252	POPULUS TRICHOCARPA / BLACK COTTONWOOD	24"	18'	

NOTES

1. THIS PLAN SHOWS ALL EXISTING TREES IDENTIFIED ON THE SITE SUPERIMPOSED OVER THE PROPOSED DEVELOPMENT FOOTPRINT.
2. THE BASIS OF THE TREE SURVEY (TREE SIZE AND LOCATION) IS A TOPOGRAPHIC SURVEY BY NORTHSTAR SURVEYING INC. DATED DECEMBER 17, 2007.
3. SEE EXHIBIT I (LANDSCAPE PLAN) FOR PROPOSED TREE REPLACEMENT.
4. DRIPLINE RADIUS IS SHOWN TO SCALE BY CIRCLE ON EACH TREE.

LEGEND

- EXISTING DECIDUOUS TREE TO REMAIN
- EXISTING CONIFEROUS TREE TO REMAIN
- EXISTING DECIDUOUS TREE TO REMOVE
- 2249 SURVEY NUMBER FOR TREES 9" DBH & OVER
- SURVEY NUMBER FOR TREES UNDER 8" DBH

SATRE ASSOCIATES
Planners, Landscape Architects and Environmental Specialists
172 East Broadway, Suite 234
Eugene, Oregon 97401
(541) 342-1731 - Fax (541) 342-1733

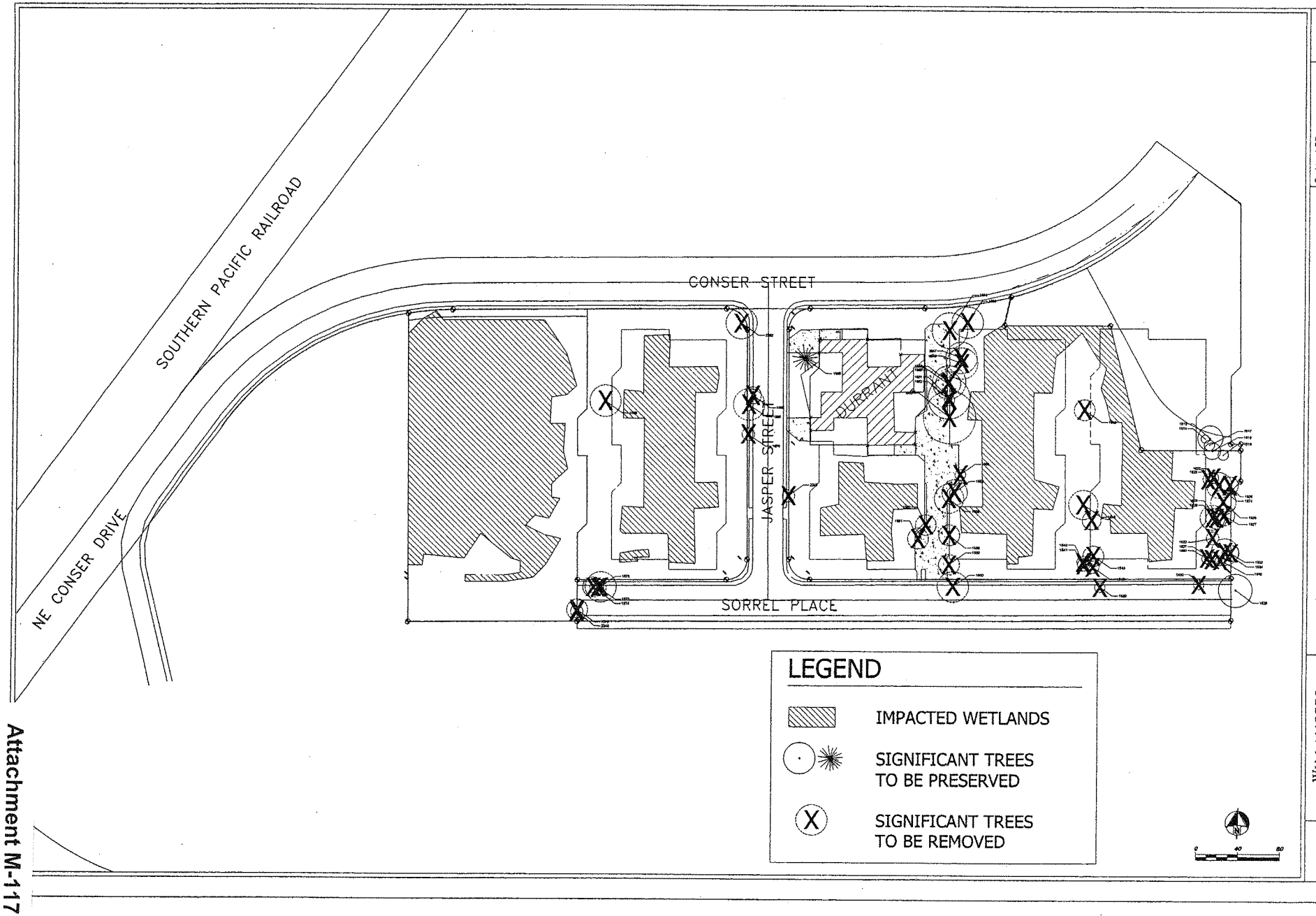
REGISTERED LANDSCAPE ARCHITECT
316
SARA GEDDES
OREGON

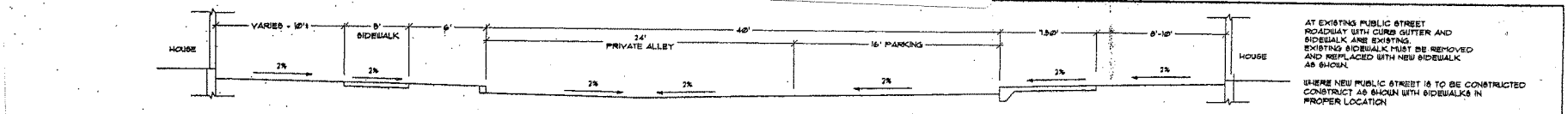
DRAWN: LKS
CHECKED: SLG
DATE: 10/23/08
REVISED:

EXISTING TREES

SEA MEADOWS
PLANNED DEVELOPMENT APPLICATION

I-3

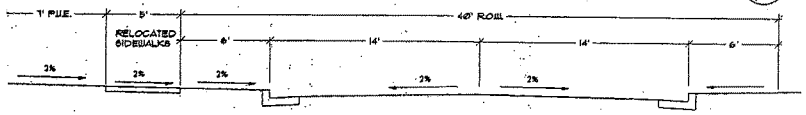

SOUTHERN PACIFIC RAILROAD
NE CONSER DRIVE
CONSER STREET
JASPER STREET
DURRANT
SORREL PLACE
LEGEND
IMPACTED WETLANDS
SIGNIFICANT TREES TO BE PRESERVED
SIGNIFICANT TREES TO BE REMOVED
Natural Features Mitigation Plan
Seavey Meadows
WILLAMETTE VALLEY PLANNING
350 N.W. POLK AVENUE
CORVALLIS, OR. 97330
541-753-1987
J



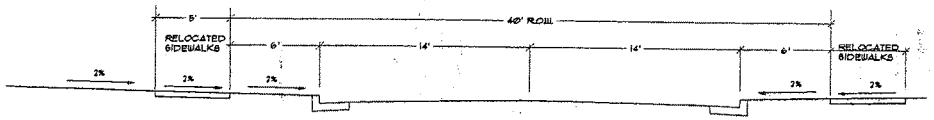
AT EXISTING PUBLIC STREET ROADWAY WITH CURB GUTTER AND SIDEWALK ARE EXISTING, EXISTING SIDEWALK MUST BE REMOVED AND REPLACED WITH NEW SIDEWALK AS SHOWN.

WHERE NEW PUBLIC STREET IS TO BE CONSTRUCTED CONSTRUCT AS SHOWN WITH SIDEWALKS IN PROPER LOCATION

1 NEW PRIVATE ALLEY
STREET SECTION
SCALE 1/4" = 1'-0"



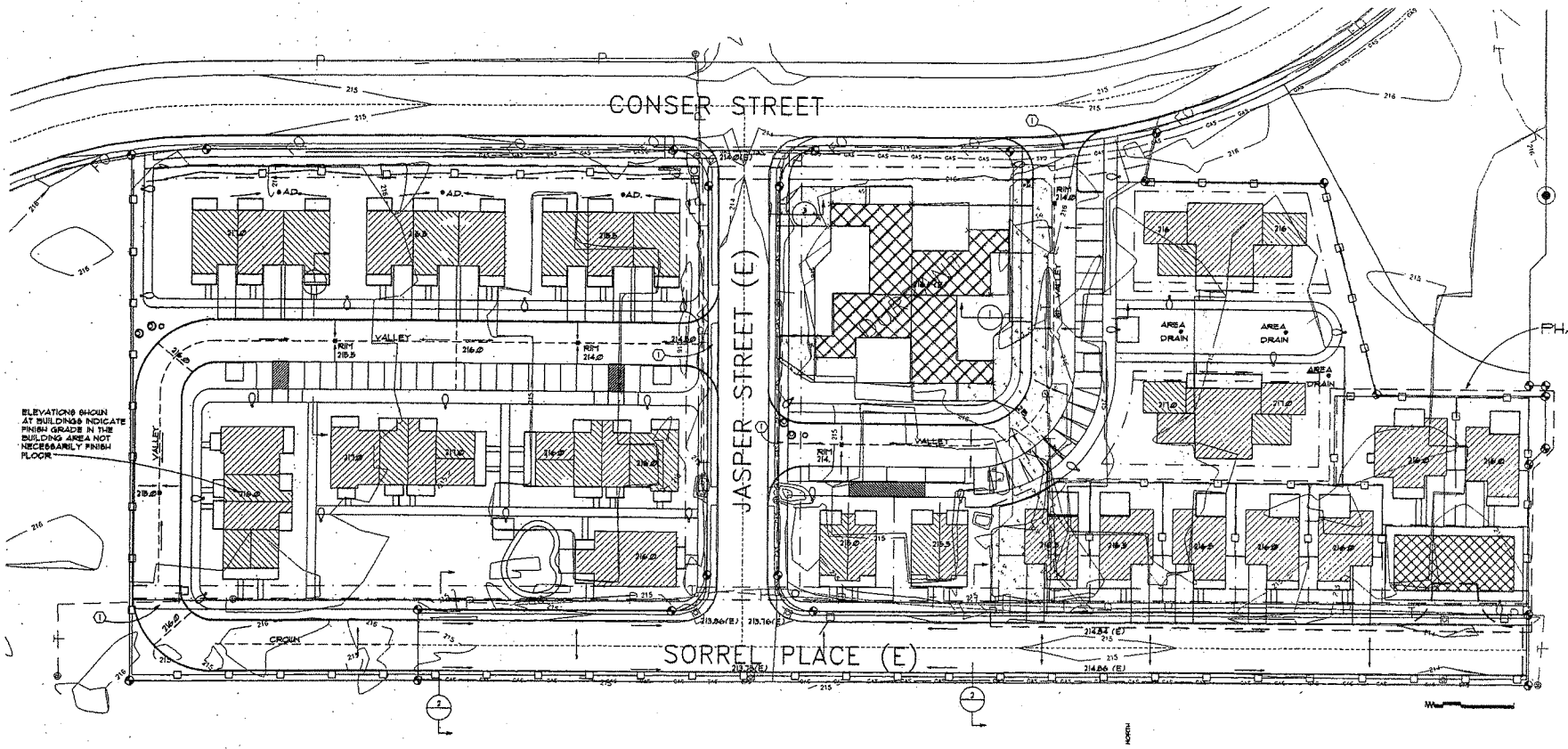
2 NEW AND EXISTING SORREL PLACE
STREET SECTION
SCALE 1/4" = 1'-0"



3 EXISTING JASPER STREET
STREET SECTION
SCALE 1/4" = 1'-0"

SITE GRADING NOTES

1. PROVIDE CITY STANDARD COMMERCIAL APPROACH



K SITE GRADING AND PAVING PLAN
SCALE 1" = 30'

NORTH

REGISTERED PROFESSIONAL ENGINEER DAVID MORRIS
EXPIRATION DATE 12/31/08

ENDEX ENGINEERING, INC.
3800 INDIAN RIVER, SUITE 1
CHEYENNE, WY 82001 (307) 634-7271
CHARLESTON, SC 29407 (843) 571-3108
© 2007 ENDEX ENGINEERING, INC.

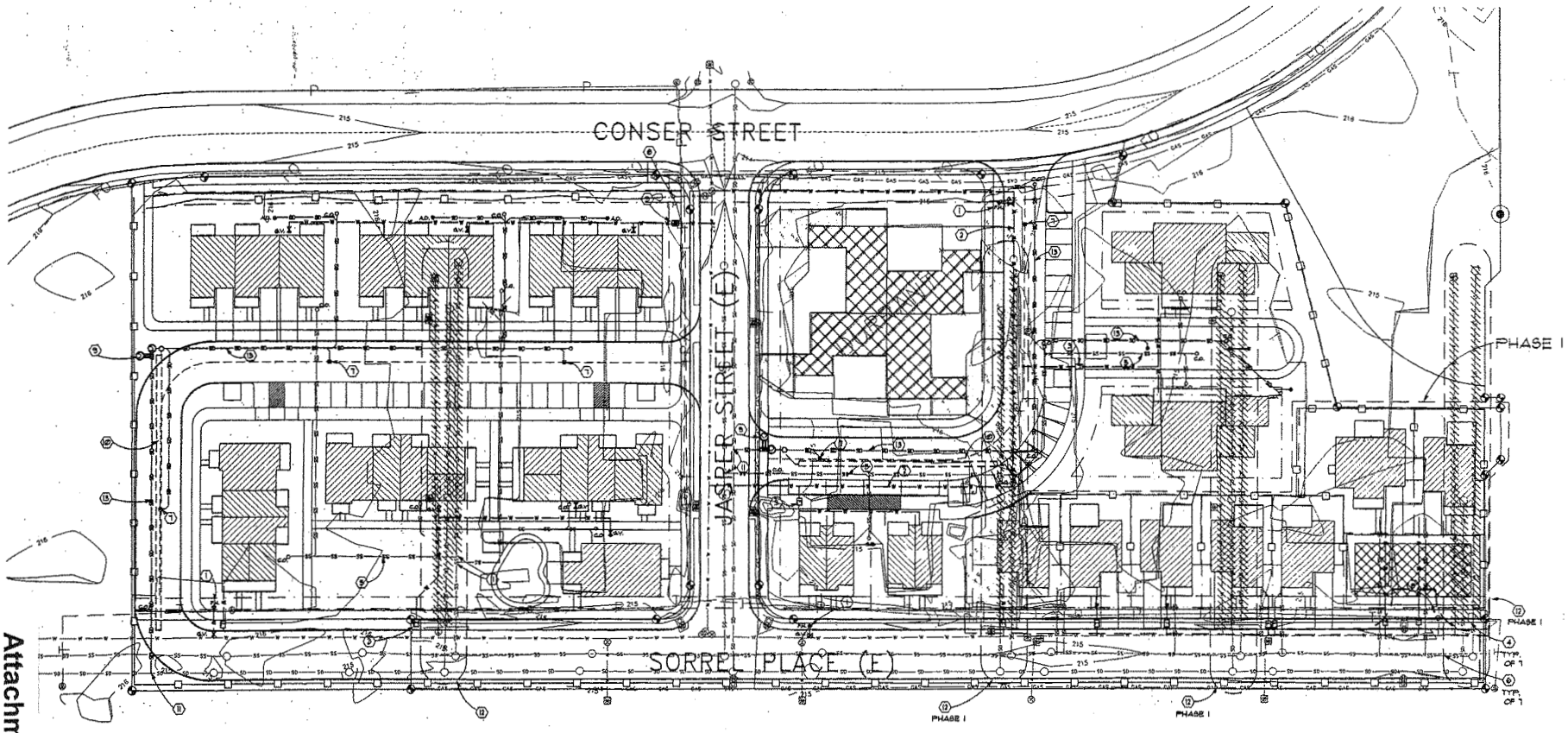
GRADING AND PAVING PLAN

SF MEADOWS
PLANNED DEVELOPMENT APPLICATION

K

SITE UTILITY NOTES

1. NEW FIRE HYDRANT
2. NEW PUBLIC WATER LINE. PROVIDE 15' PUBLIC UTILITY EASEMENT.
3. GROUP METER FOR MULTIPLE BUILDINGS
4. INDIVIDUAL METERS FOR SINGLE DWELLINGS ON SEPARATE LOTS.
5. NEW PRIVATE SEWER LINE TO SERVICE MULTIPLE BUILDINGS. PROVIDE SINGLE CONNECTION TO MAIN AND BRANCH TO INDIVIDUAL UNITS.
6. PROVIDE INDIVIDUAL SEWER SERVICES FOR SINGLE DWELLINGS ON SEPARATE LOTS.
7. NEW CATCH BASIN
8. EXISTING HYDRANT
9. DETENTION CONTROL MANHOLE AND BAYSAVER POLLUTION CONTROL DEVICE WITH TWO MANHOLES PER MANUFACTURER'S INSTALLATION INSTRUCTIONS.
10. UNDERGROUND DETENTION PIPING SIZES TO BE DETERMINED.
11. CONNECT TO EXISTING PUBLIC MAIN PER CITY STANDARDS.
12. ABANDON EXISTING UTILITIES IN PLACE. REMOVE MANHOLES TO 48" BELOW FINISH GRADE AND FILL WITH CONTROLLED DENSITY FILL. WHERE ABANDONED LINES TIE TO MANHOLES WHICH WILL REMAIN INSTALL PERMANENT PLUGS AT MANHOLE CONNECTIONS. WHERE ABANDONED PIPES ARE UNDER FUTURE BUILDINGS REMOVE PIPES COMPLETELY TO FIVE FEET OUTSIDE THE BUILDING PERIMETER AND BACKFILL WITH COMPACTED STRUCTURAL FILL. REGISTER WITH OREGON UTILITY NOTIFICATION CENTER.
13. NEW PRIVATE STORM DRAIN SYSTEM.



L SITE UTILITY PLAN SCALE 1" = 30'

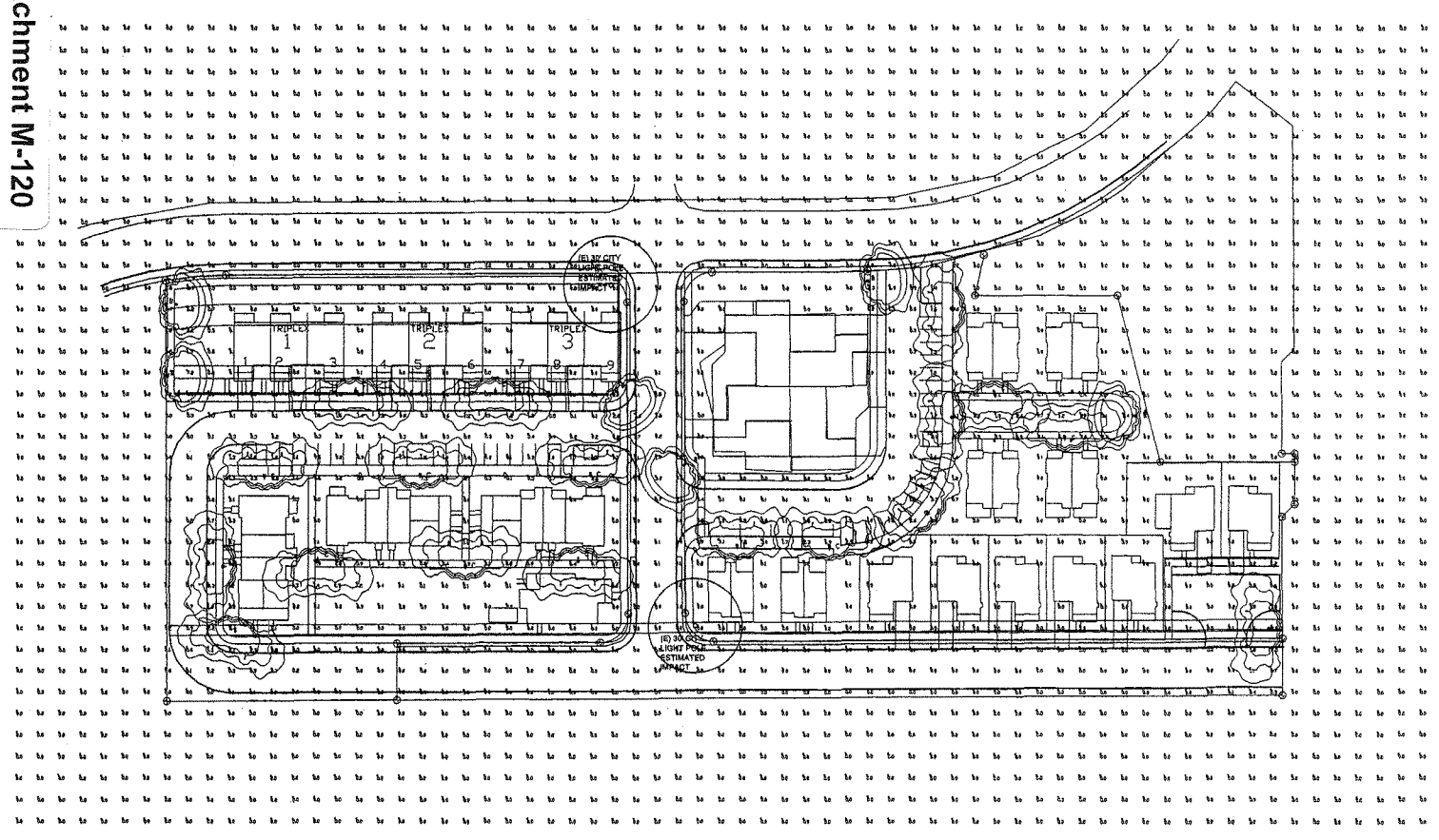
EXPIRATION DATE 12/31/08

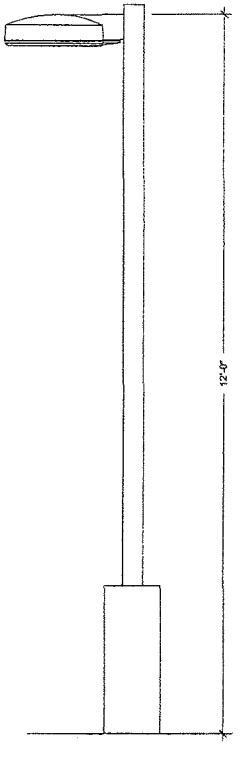
ENDEX ENGINEERING, INC.

SITE UTILITY PLAN

SE MEADOWS
PLANNED DE PMENT APPLICATION

L





Maintained Footcandle levels.

Luminaire Schedule							
Symbol	Qty	Label	Arrangement	Lumens	LLF	Description	Total Watts
	6	B	SINGLE	12800	0.720	PTMS-FT-175-MH-F-MSS-12' POLE	210
	18	C	SINGLE	12800	0.720	PTMS-2-175-MH-F-MSS-12' POLE	210

Statistical Area Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
PLAY AREA/ WALK 1	1.41	7.9	0.0	N.A.	N.A.
PRIVATE DRIVE 1	0.58	2.0	0.0	N.A.	N.A.
PRIVATE DRIVE 2	0.82	6.9	0.0	N.A.	N.A.
PLAY AREA/WALK 2	2.75	9.1	0.3	9.17	27.00

Numeric Summary					
Label	Avg	Max	Min	Avg/Min	Max/Min
ALL CALC PTS	0.21	9.0	0.0	N.A.	N.A.

Total Watts = 5040

Based on the information provided, all dimensions and luminaire locations shown represent recommended positions. The engineer and/or architect must determine applicability of the layout to existing or future field conditions.

This lighting pattern represents illumination levels calculated from laboratory data taken under controlled conditions utilizing current industry standard lamp ratings in accordance with Illuminating Engineering Society approved methods. Actual performance of any manufacturer's luminaire may vary due to variation in electrical voltage, tolerance in lamps and other variable field conditions.

0 10 20 50

Rev.	Date	By
1	1/21/2010	KK

Revisions

LSI INDUSTRIES

LIGHTING PROPOSAL FOR

6445 SEAVEY MEADOWS

SCALE: 1"=10'

DATE: 10/14/2007

BY: DKB

LD-88770-1

SHEET 1 OF 1

BERGSUND DELANEY
Architecture & Planning, P.C.
1159 Olive Street Eugene OR 97401 Tel: 541.683.8661

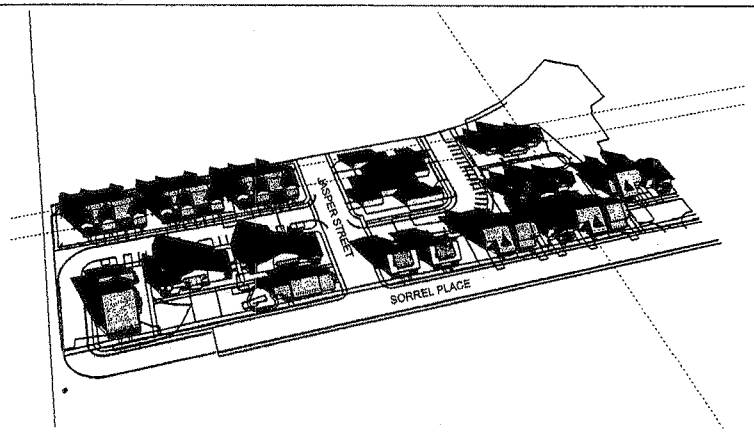
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OR.

BERGSUND DELANEY ARCHITECTURE AND PLANNING CONSULTS STRICTLY TO OWNER AND DOES NOT OWE A DUTY OF CARE TO ANY OTHER PERSON OR ENTITY. ANY OPINION, ADVICE, OR CONCLUSION GIVEN TO OTHERS IS NOT TO BE RELIED UPON BY ANY OTHER PERSON OR ENTITY. ANY RECOMMENDATION, OPINION, ADVICE, OR CONCLUSION GIVEN TO OWNER IS SUBJECT TO AND MUST BE ACCOMPANIED BY THE ENTIRETY OF OUR OPINION, ADVICE, OR CONCLUSION. NONE OF THE ABOVE PARTIES SHALL HOLD BERGSUND DELANEY ARCHITECTURE AND PLANNING HARMLESS.

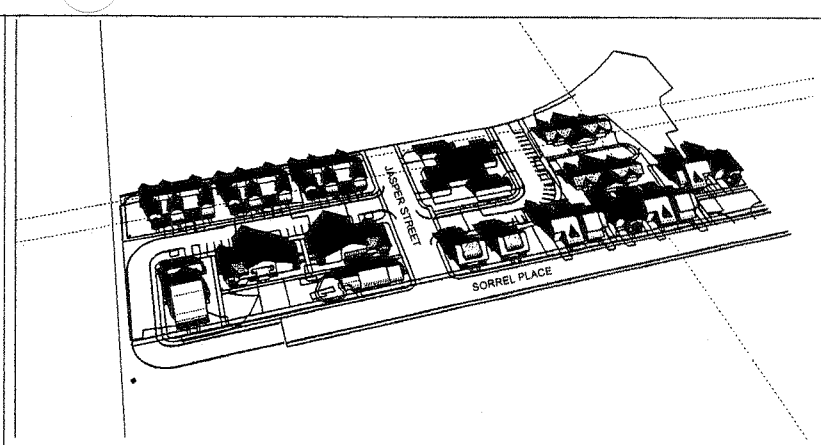
LIGHTING PLAN

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

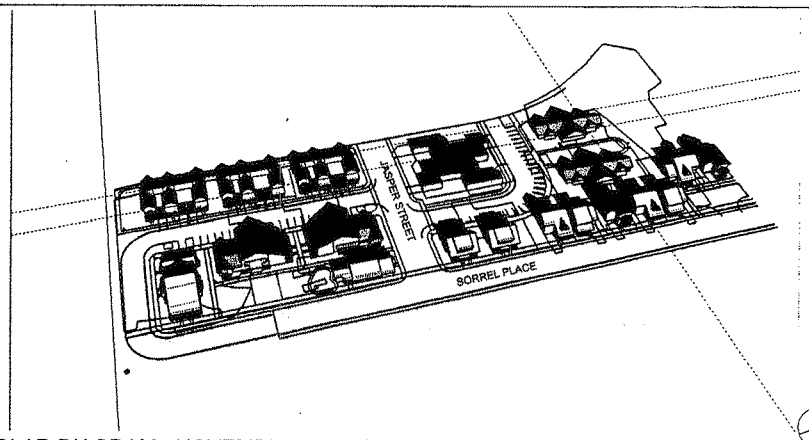
M



SOLAR DIAGRAM - NOVEMBER 21 10:00 AM



SOLAR DIAGRAM - NOVEMBER 21 11:00 AM



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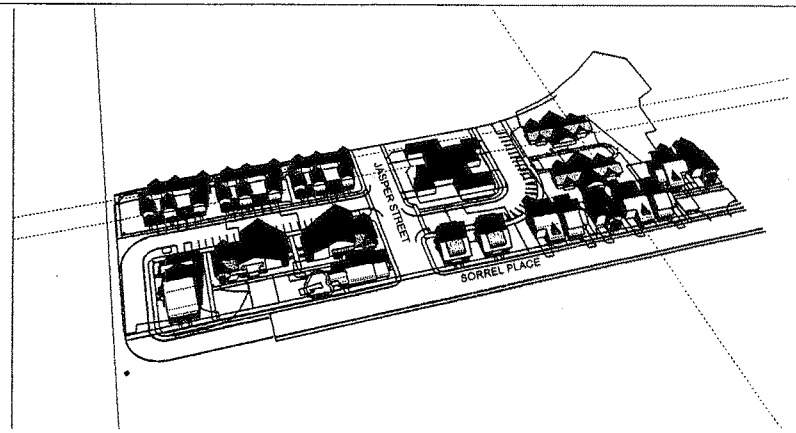

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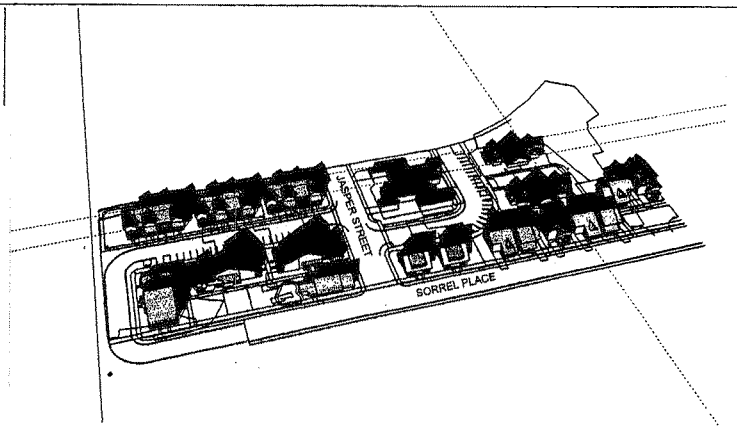


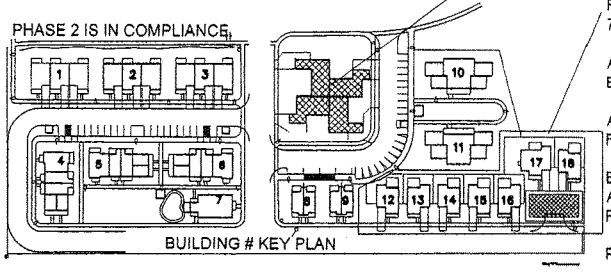
SOLAR DIAGRAM - NOVEMBER 21 2:00 PM

PHASE 2 - (10) MULTI-FAMILY BUILDINGS 10 X 80% = 8

BUILDINGS WITH 15 LINEAR FEET PER GROUND FLOOR UNIT: 1, 2, 3, 8, 9, and 80% of 5 and 6 and 50% of buildings 10 & 11. building 4 does not comply.

BUILDINGS 1, 2, 3, 4, 5, 6, 8, 9, and 10 ARE PROTECTED FROM SHADE. BUILDINGS 11 is NOT.

PHASE 2 IS IN COMPLIANCE.



BUILDING # KEY PLAN

SOLAR PROTECTION IS PROVIDED FOR THE EXISTING 4-PLEX.

PHASE 1 - (7) SINGLE FAMILY LOTS. 7 X 80% = 5.6 = 6

ALL LOTS ARE MINIMUM 41 FEET IN EAST-WEST DIRECTION.

ALL BUILDINGS ARE MINIMUM 30 FEET IN EAST-WEST DIRECTION.

BUILDINGS 14, 15, 16, 17, 18 and 20 ARE PROTECTED FROM SHADE. PORTIONS OF BUILDING 19 ARE NOT.

PHASE 1 IS IN COMPLIANCE.

BERGSUND DELANEY
Architecture & Planning, P.C.
1369 Olive Street Eugene OR 97401 Tel: 541.683.8641

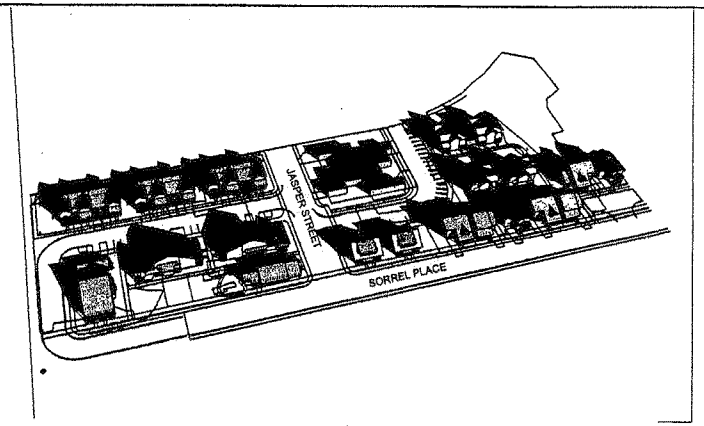
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OR
STATE OF

SOLAR STUDY

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

N1

Attachment M-121



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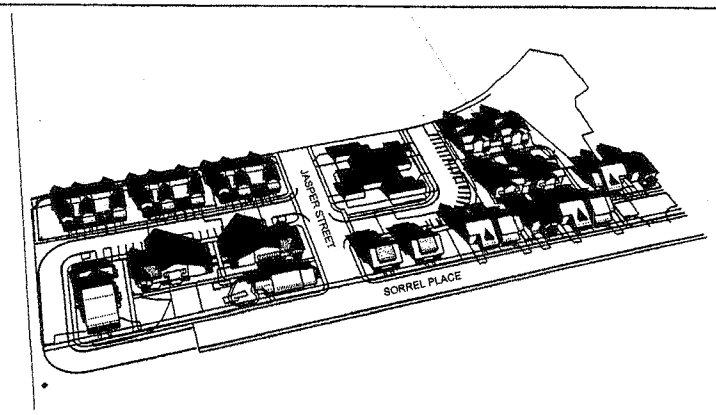
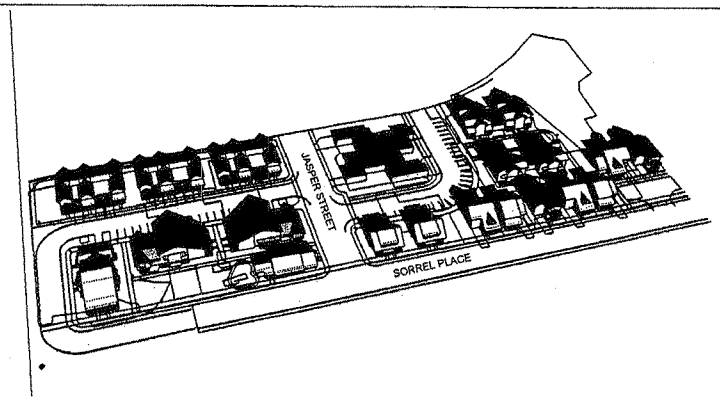


SOLAR DIAGRAM - NOVEMBER 21 11:00 AM



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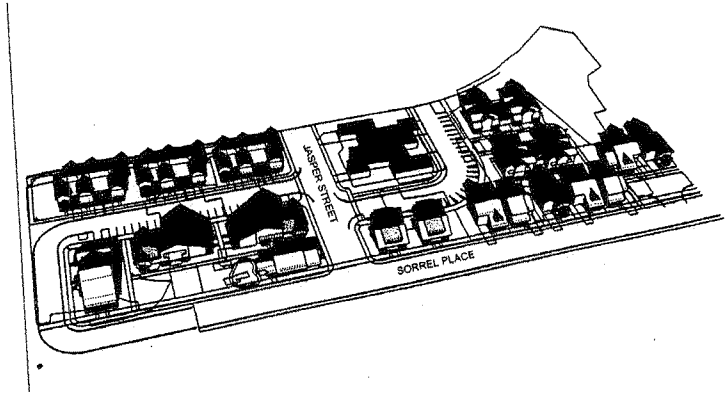

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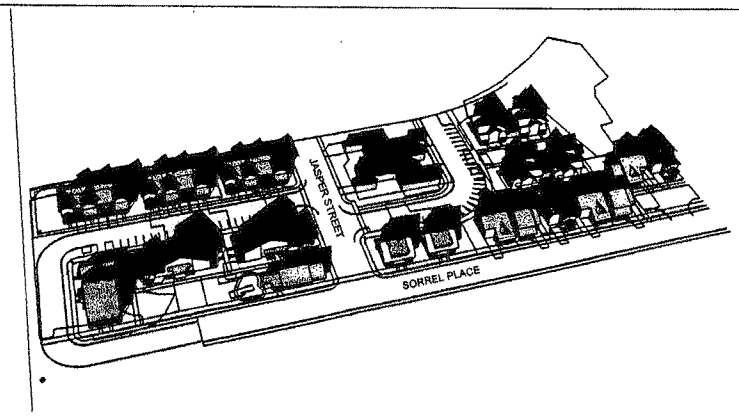


SOLAR DIAGRAM - NOVEMBER 21 2:00 PM

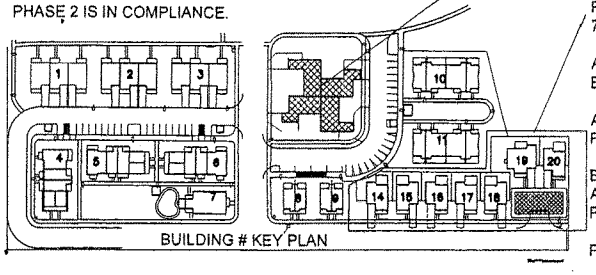
PHASE 2 - (10) MULTI-FAMILY BUILDINGS 10 X 80% = 8

BUILDINGS WITH 15 LINEAR FEET PER GROUND FLOOR UNIT: 1, 2, 3, 8, 9,10,11 and 80% of 5 and 6. Building 4 does not comply.

BUILDINGS 1, 2, 3, 4, 5, 6, 8, 9, and 10 ARE PROTECTED FROM SHADE. BUILDINGS 11 is NOT.

PHASE 2 IS IN COMPLIANCE.

SOLAR PROTECTION IS PROVIDED FOR THE EXISTING 4-PLEX.



BUILDING # KEY PLAN

PHASE 1 - (7) SINGLE FAMILY LOTS. 7 X 80% = 5.6 = 6

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ALL BUILDINGS ARE MINIMUM 30 FEET IN EAST-WEST DIRECTION.

BUILDINGS 14, 15, 16, 17, 18 and 20 ARE PROTECTED FROM SHADE. PORTIONS OF BUILDING 19 ARE NOT.

PHASE 1 IS IN COMPLIANCE.

BERGSUND DELANEY
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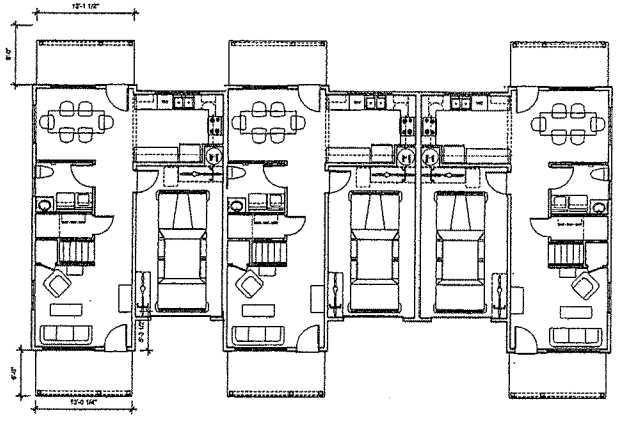
1399 Olive Street Eugene OR 97401 Tel: 541.683.1661

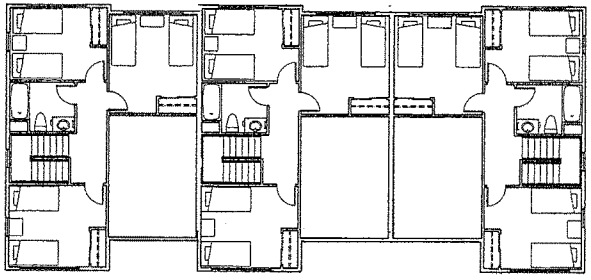
REGISTERED ARCHITECT
SARA C. BERGSUND
EUGENE, OREGON
STATE OF OREGON

SOLAR STUDY
SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

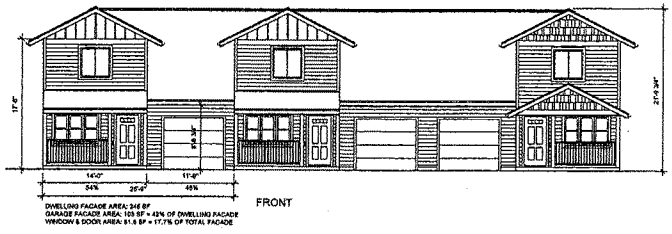
N2



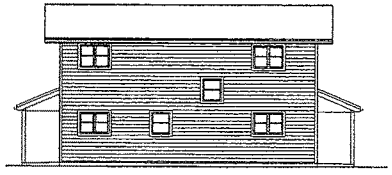
1ST FLOOR PLAN



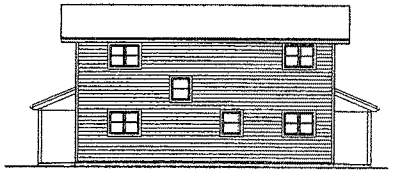
2ND FLOOR PLAN



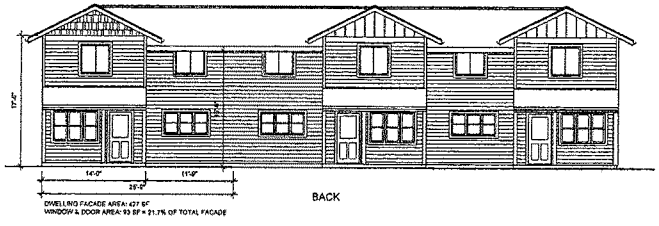
FRONT



SIDE



SIDE



BACK

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE
- 5/4x4 CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL
  WITH 1X2 CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBERCEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOK-OUTS

3-BEDROOM TRIPLEX, TOWNHOUSE

1/8"=1'-0"

10 FT 20 FT

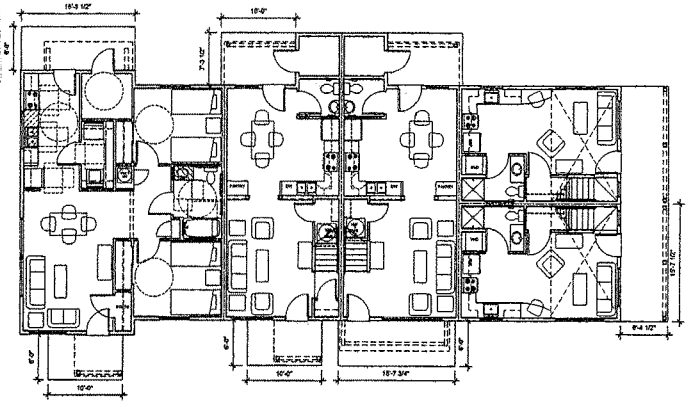
BERGSUND DELANEY
Architecture & Planning, P.C.
1195 Olive Street Eugene OR 97401 Tel: 541.683.8661

REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
3860
STATE OF OREGON

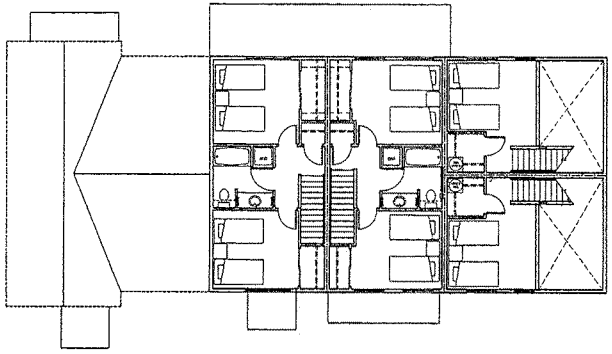
TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

01



1ST FLOOR PLAN



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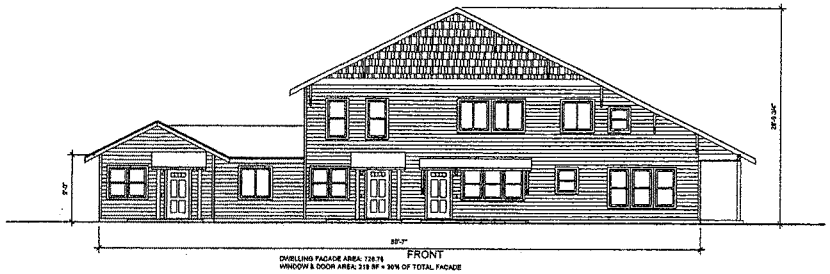
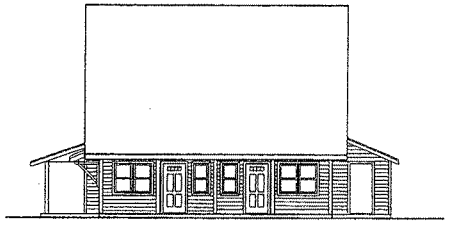


FRONT

DWELLING FACADE AREA: 720.75
WINDOW & DOOR AREA: 218 SF = 30% OF TOTAL FACADE



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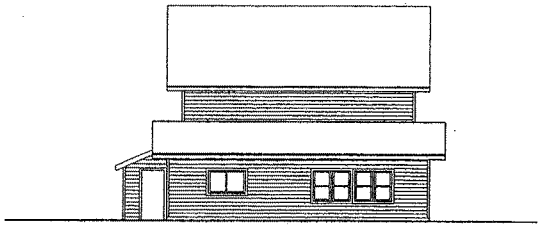

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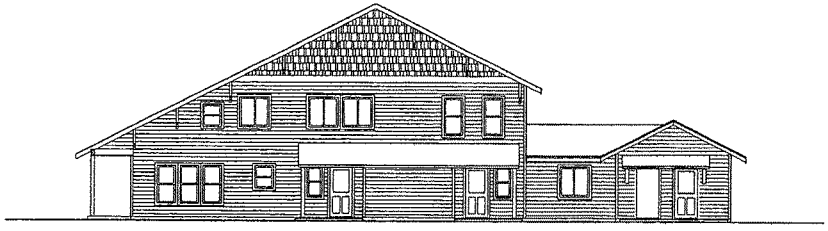

BACK

FIVE-PLEX

1/8"=1'-0"

10 FT 20 FT

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
- VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE
- 5/4W CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
- FIBER CEMENT BOARD PANEL
  WITH 1X2 CEDAR BATTENS @ 16" O.C.
- FIBER CEMENT LAP SIDING WITH 7" EXPOSURE
- FIBERCEMENT BOARD "SHINGLE" SIDING
- 4X4 BRACKETS AND LOOK-OUTS

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REGISTERED ARCHITECT
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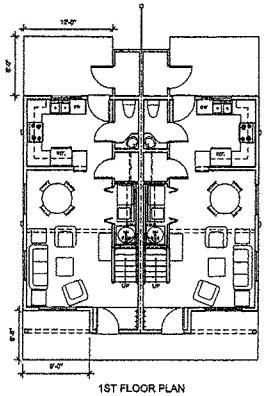
STATE OF OREGON

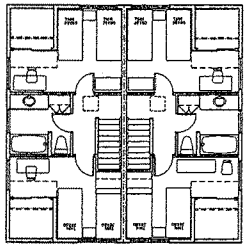
TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

02



1ST FLOOR PLAN



2ND FLOOR PLAN

TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
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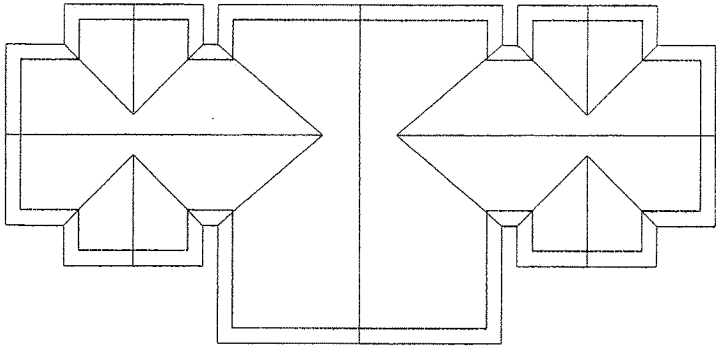
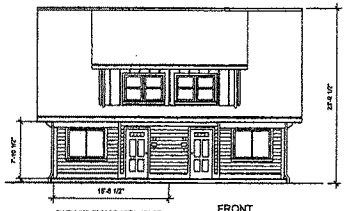
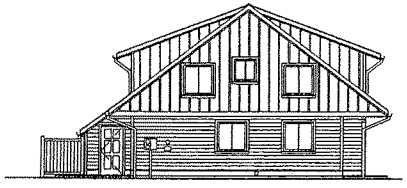


ROOF PLAN - SINGLE STORY



FRONT

DWELLING FACADE AREA: 120 SF
WINDOW & DOOR AREA: 20 SF = 16% OF TOTAL FACADE



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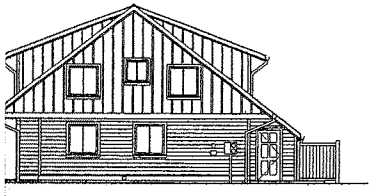

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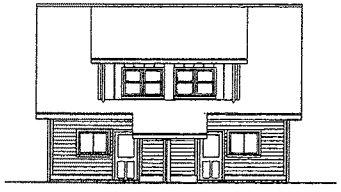
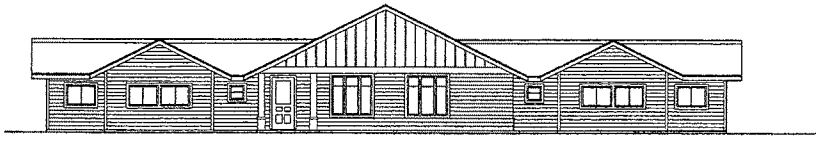


BACK

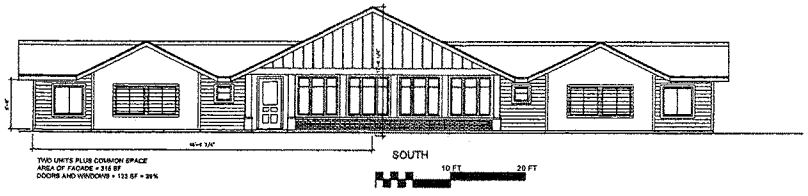
2-BEDROOM DUPLEX, TOWNHOUSE

10 FT 20 FT

1/8"=1'-0"



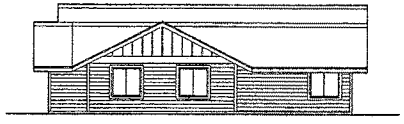
NORTH



SOUTH

TWO UNITS PLUS COMMON SPACE
AREA OF FACADE = 316 SF
DOORS AND WINDOWS = 123 SF = 39%

10 FT 20 FT



SIDE

QUAD - FOUR 1 BR UNITS FOR SENIORS

1/8"=1'-0"

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STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

03.1

TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
- LAMINATED FIBERGLASS SHINGLES
- 2X8 FASCIA, BARGE
- 2X10 BELLY BAND
- CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS
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- 5/4x4 CORNER BOARDS
  5/4x4 WINDOW & DOOR TRIM
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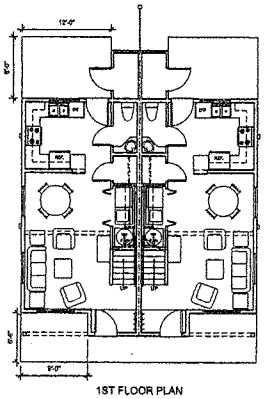
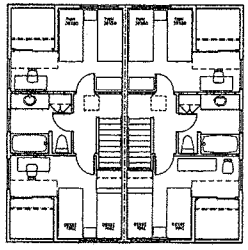
- 4X4 BRACKETS AND LOOK-OUTS

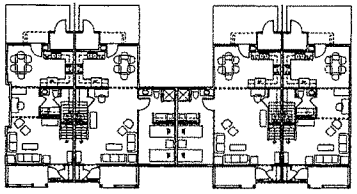
FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO PDD DESIGN STANDARDS.



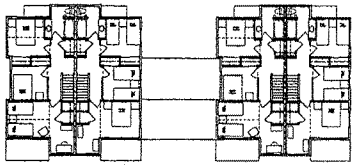
1ST FLOOR PLAN



2ND FLOOR PLAN

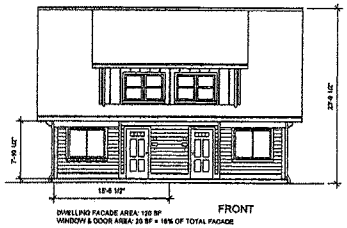


1ST FLOOR PLAN



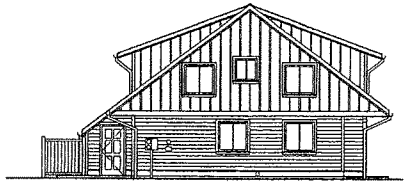
2ND FLOOR PLAN

PLANS AT 1/16"=1'-0"

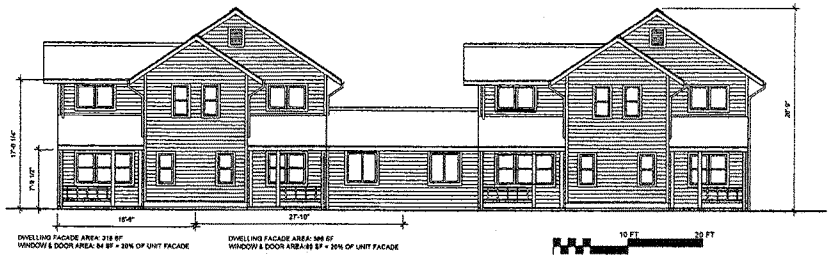


FRONT

DWELLING FACADE AREA: 120 SF
WINDOW & DOOR AREA: 20 SF = 16% OF TOTAL FACADE



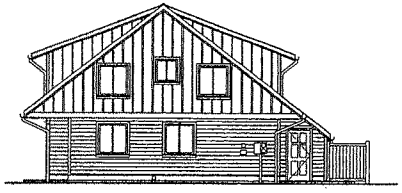
SIDE



DWELLING FACADE AREA: 318 SF
WINDOW & DOOR AREA: 84 SF = 26% OF UNIT FACADE

DWELLING FACADE AREA: 366 SF
WINDOW & DOOR AREA: 93 SF = 25% OF UNIT FACADE

FRONT



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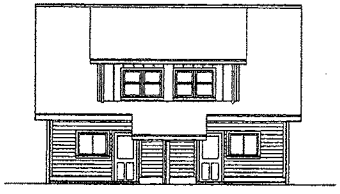
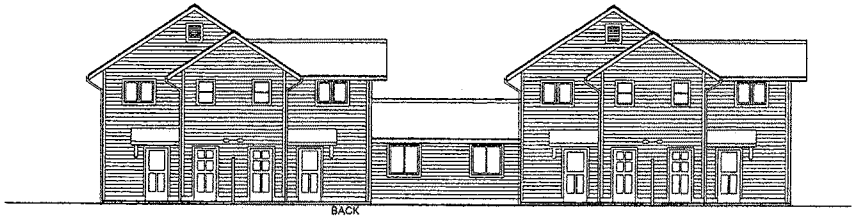


BACK

2-BEDROOM DUPLEX, TOWNHOUSE

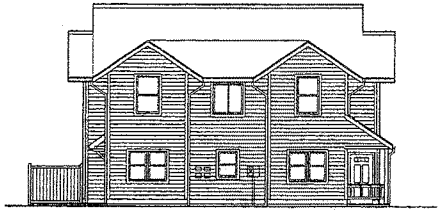
10 FT 20 FT

1/8"=1'-0"



BACK

SIDE



SIDE

FOURPLEX - (4) 3 - BEDROOM TOWNHOUSES

1/8"=1'-0"

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EUGENE, OREGON
STATE OF OREGON

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TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

03.2

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

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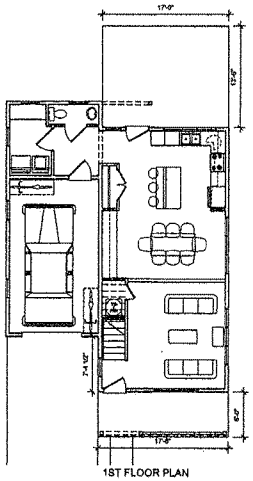
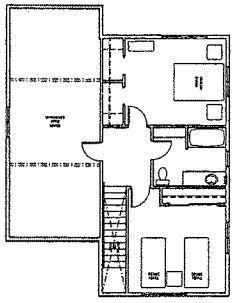
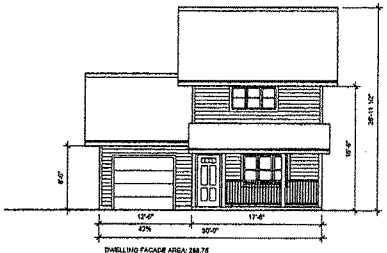


1ST FLOOR PLAN

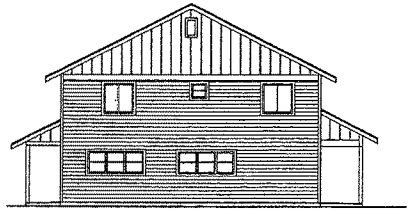


2ND FLOOR PLAN



DWELLING FACADE AREA: 288.75
GARAGE FACADE AREA: 109.25 SF = 37% OF DWELLING FACADE
WINDOW & DOOR AREA: 83 SF = 16.9% OF TOTAL FACADE

FRONT



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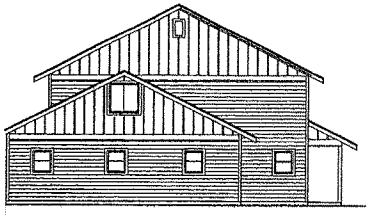

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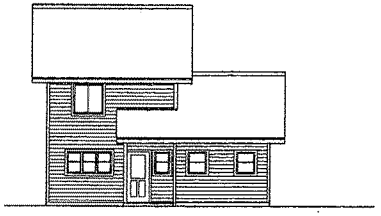


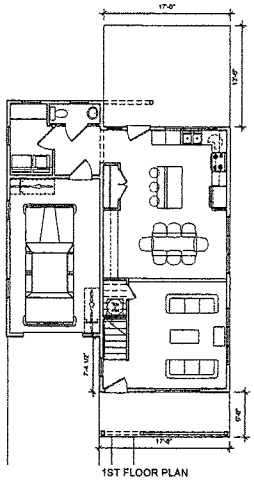
BACK

2+ BEDROOM SINGLE FAMILY HOME

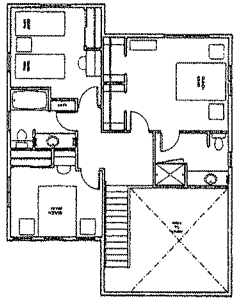
1.5 BATH

1/8"=1'-0"

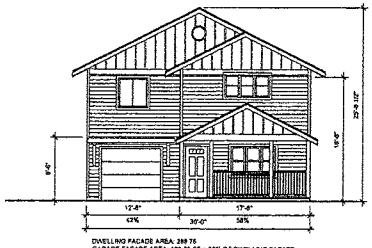
10 FT 20 FT



1ST FLOOR PLAN



2ND FLOOR PLAN



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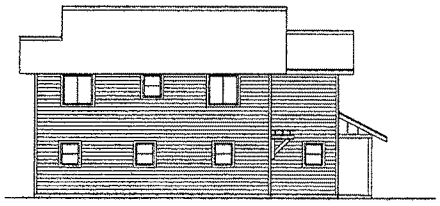
FRONT



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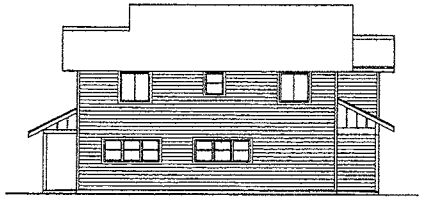

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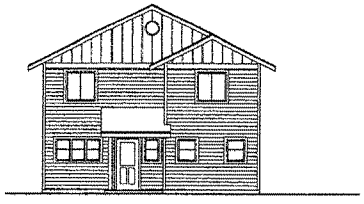

BACK

3 - BEDROOM SINGLE FAMILY HOME

2.5 BATH

1/8"=1'-0"

10 FT 20 FT

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REGISTERED ARCHITECT
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EUGENE, OREGON
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TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

04

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

- CONTINUOUS RIDGE VENT
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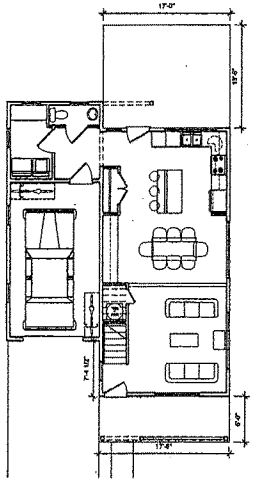
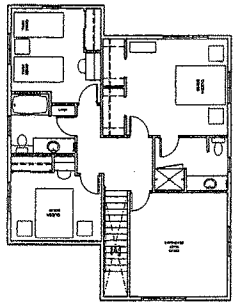
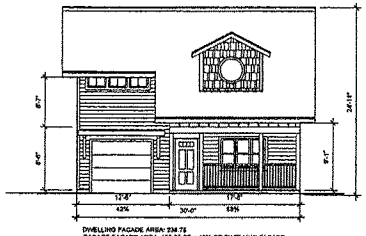


1ST FLOOR PLAN

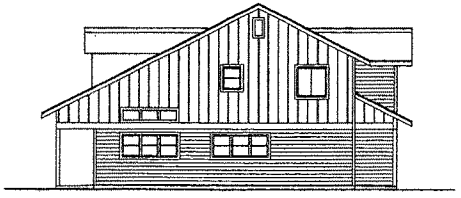


2ND FLOOR PLAN

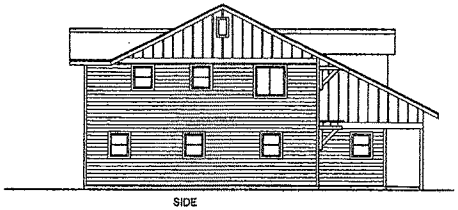


DWELLING FACADE AREA: 234.75
GARAGE FACADE AREA: 106.25 SF = 45% OF DWELLING FACADE
WINDOW & DOOR AREA: 40 SF =17% OF TOTAL FACADE

FRONT



SIDE



SIDE

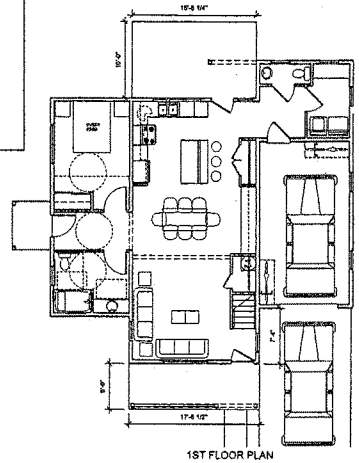
BACK

3+ BEDROOM SINGLE FAMILY HOME

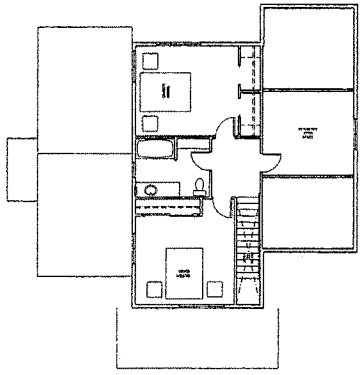
2.5 BATH

1/8"=1'-0"

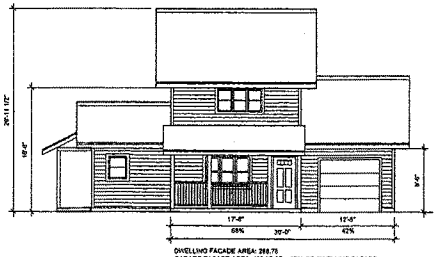
10 FT 20 FT



1ST FLOOR PLAN

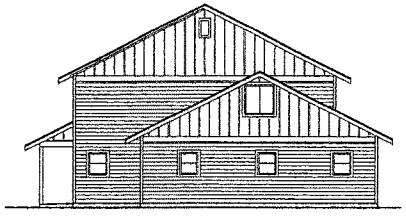


2ND FLOOR PLAN



DWELLING FACADE AREA: 288.75
GARAGE FACADE AREA: 106.25 SF = 37% OF DWELLING FACADE
WINDOW & DOOR AREA: 63 SF = 18.8% OF TOTAL FACADE

FRONT



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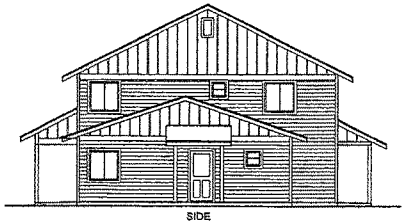

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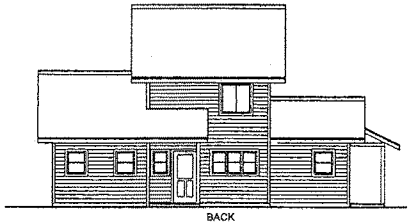


BACK

3+ - BEDROOM SINGLE FAMILY HOME

GROUND FLOOR BEDROOM, 2.5 BATH

1/8"=1'-0"

10 FT 20 FT

BERGSUND DELANEY
Architecture & Planning, P.C.
1356 Olive Street Eugene OR 97401 Tel: 541.683.8661

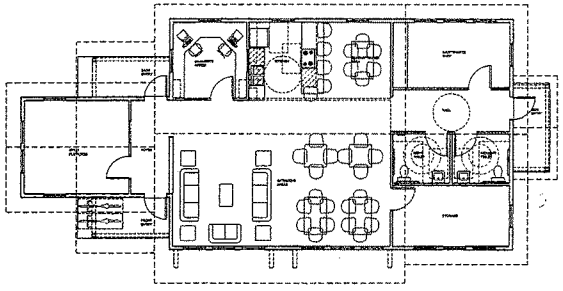
REGISTERED ARCHITECT
SARA G. BERGSUND
EUGENE, OREGON
STATE OF OREGON

BERGSUND DELANEY ARCHITECTURE AND PLANNING PROFESSIONAL SERVICES AND REPORTS ON THESE DRAWINGS ARE INSTRUMENTS OF SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT. THEY ARE TO BE RETURNED OR COMPLETELY DESTROYED ON REQUEST. THE DRAWINGS, OR SPECS IN ANY FORM OR MEDIUM, MAY NOT BE REPRODUCED OR TRANSFERRED, NOR MAY THEY BE USED FOR OTHER PROJECTS OR EXTENSIONS OF THIS PROJECT, EXCEPT BY AGREEMENT OF BERGSUND DELANEY ARCHITECTURE AND PLANNING. IN THE EVENT OF UNAUTHORIZED REUSE, THE USER AGREES TO HOLD BERGSUND DELANEY ARCHITECTURE AND PLANNING HARMLESS FOR ANY DAMAGES, AND TO PAY BERGSUND DELANEY ARCHITECTURE AND PLANNING REASONABLE FEES FOR THE USE OF THE DRAWINGS.

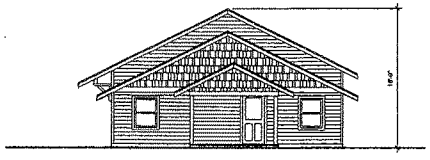
TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

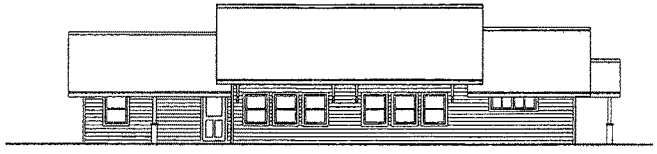
05



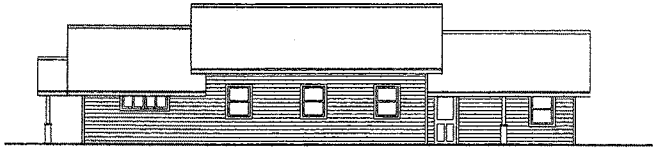
1ST FLOOR PLAN



EAST



SOUTH



NORTH

WEST

COMMUNITY BUILDING

1/8"=1'-0"

10 FT 20 FT

FLOOR PLANS AND ELEVATIONS ARE TYPICAL. FINAL DESIGN MAY VARY, BUT WILL COMPLY TO POD DESIGN STANDARDS.

TYPICAL EXTERIOR MATERIALS:

CONTINUOUS RIDGE VENT

LAMINATED FIBERGLASS SHINGLES

2X8 FASCIA, BARGE

2X10 BELLY BAND

CONTINUOUS GUTTER & 2"X3" DOWNSPOUTS

VINYL WINDOWS - SINGLE HUNG, SIDE SLIDE

5/4x4 CORNER BOARDS
5/4x4 WINDOW & DOOR TRIM

FIBER CEMENT BOARD PANEL
WITH 1X2 CEDAR BATTENS @ 16" O.C.

FIBER CEMENT LAP SIDING WITH 7" EXPOSURE

FIBERCEMENT BOARD "SHINGLE" SIDING

4X4 BRACKETS AND LOOK-OUTS

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STATE OF OREGON

TYPICAL BUILDING PLANS and ELEVATIONS

SEAVEY MEADOWS
PLANNED DEVELOPMENT APPLICATION

06

Memo

REGISTERED PROFESSIONAL ENGINEER 17636 OREGON JAN. 17, 1995 THOMAS BAUER EXPIRES: 12/31/09

traffic mobility logistics.

To: **David Dodson, Willamette Valley Planning**

From: **Randy Johnson, PTV America, Inc.**
Thomas Bauer, P.E., PTOE

Date: **02/25/2008**

Subject: Seavy Meadows Traffic Impact Study Addendum

Memo Summary

This memo serves as an addendum to the May 2007 Seavy Meadows Traffic Impact Analysis performed by PTV America. A trip generation analysis was conducted for the revised and alternative Seavy Meadows development plans. The traffic analysis of this revision results in no significant changes in traffic operations for the study area intersections.

Revised Development Plan

The revised development is anticipated to include 6 one-bedroom units, 2 senior living quads (8 units), 13 two-bedroom units, 9 three-bedroom units, and 7 single family homes. The development will occur over two phases with a total of 43 dwelling units. An alternative plan has also been evaluated with 8 additional three-bedroom units in place of the 8 senior living units, remaining with a total of 43 dwelling units. Opening year for the revised development plans is assumed to be 2009 with full build complete in 2010.

Trip Generation

A trip generation analysis was conducted for the proposed residential housing. The traffic generated by the site was calculated using a per-unit trip generation rate from ITE Trip Generation Manual, 7th Edition.

The ITE trip generation land use, Single-Family Detached Housing (#210) and Residential Condominium/Townhouse (#230) were used for the single family and attached three-bedroom units of the development. ITE trip generation land use, Apartment (#220) was used for the one and two-bedroom multi-family units and Senior Adult Housing (#252) was used for the senior quads.

Under the revised build-out development plan, a total of 37 trips are generated during the AM peak hour, 8 trips entering and 29 trips exiting the development. During the PM peak hour, a total of 49 trips are generated, 32 trips entering and 17 trips exiting the development. Table 1 shows the result of the trip generation analysis for the revised development conditions.

Under the alternative development plan, a total of 41 trips are generated during the AM peak hour, 9 trips entering and 32 trips exiting the development. During the PM peak hour, a total of 54 trips are generated, 35 trips entering and 19 trips exiting the development. Table 2 shows the result of the trip generation analysis for the alternative development conditions.

Under the original (May 2007) proposed build-out conditions, a total of 42 trips were generated during the AM peak period, with 10 trips entering and 31 trips exiting the development. During the PM peak, a total of 56 trips were estimated to be generated with 35 trips entering and 21 trips exiting the development.

traffic mobility logistics.

Table 1. Revised Development Trip Generation Analysis

ITE Code #	ITE Land Use	Units	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
210	Single Family Detached	7	15	4	11	10	6	4
220	Apartment	19	14	3	11	29	19	10
230	Residential Condominium/Townhouse	9	7	1	6	9	6	3
252	Senior Adult Housing	8	1	0	1	1	1	0
	TOTAL	43	37	8	29	49	32	17

Table 2. Alternate Development Trip Generation Analysis

ITE Code #	ITE Land Use	Units	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
210	Single Family Detached	7	15	4	11	10	6	4
220	Apartment	19	14	3	11	29	19	10
230	Residential Condominium/Townhouse	17	12	2	10	15	10	5
	TOTAL	43	41	9	32	54	35	19

Trip Distribution

The trip distribution remains unchanged from the May 2007 Analysis.

Traffic Analysis Summary

Based on the trip generation analysis results, the revised and alternative development plans for Seavy Meadows generate less trips than estimated under the original proposed development plan from the May 2007 analysis. The May 2007 analysis is more conservative and identified no operational deficiencies, nor recommended any mitigation measures for the study intersections. Therefore, the Seavy Meadows Development, under revised or alternative development plans, generates no significant traffic impact and subsequently requires no mitigation to the study intersections.

Seavy Meadows Traffic Impact Analysis

May 2007

SCANNED
Date: 3/4 By: LAY

Final Report

Prepared For:
W-NHS

RECEIVED
JAN 28 2008
Community Development
Planning Division

PTV America, Inc.
1128 NE Second Street
Suite 204
Corvallis, OR 97330
(541) 754-6836
www.ptvamerica.com

traffic mobility logistics.

Seavy Meadows Development
Traffic Impact Analysis

Corvallis, Oregon

REGISTERED PROFESSIONAL ENGINEER 17636 OREGON JAN. 17, 1995 THOMAS BAUER

EXPIRES: 12/31/09

Final Report

May 2007

Prepared for:
Willamette Neighborhood Housing Services
257 SW Madison Avenue, Suite 113
Corvallis, OR 97333

Prepared by:
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traffic mobility logistics.

Attachment III-345

Attachment M-133

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APPENDIX A - Figures

APPENDIX B – 2007 Existing Conditions Level of Service Worksheets

APPENDIX C – 2010 Background Traffic Level of Service Worksheets

APPENDIX D – 2010 Total Traffic Level of Service Worksheets

EXECUTIVE SUMMARY

Willamette Neighborhood Housing Services proposes to construct a residential development south of Conser Drive at the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. Direct access to the site will be provided via Jasper Street. The development will be constructed over a two-phase period with full build-out anticipated in 2010.

The findings of the intersection operational analysis documented in this study are summarized below.

Summary of Intersection Operational Analysis Findings

Intersection	Peak Hour	2007 Existing		2010 No Build		2010 Build		Mitigation Required?
		LOS	v/c[1]	LOS	v/c[1]	LOS	v/c[1]	
Conser Dr / Jasper St	AM	A	0.00	A	0.00	A	0.04	No
	PM	A	0.00	A	0.00	A	0.03	No
Conser Dr / Seavy Ave	AM	A	0.08	A	0.09	A	0.09	No
	PM	A	0.05	A	0.05	A	0.06	No
Conser Dr / Walnut Blvd	AM	B	0.10	B	0.10	B	0.13	No
	PM	B	0.10	B	0.10	B	0.11	No
Walnut Blvd / Circle Blvd	AM	A	0.31	A	0.33	A	0.34	No
	PM	A	0.38	A	0.40	A	0.41	No

1. Unsignalized LOS and V/C ratio represents operations of critical movement only

RECOMMENDATIONS

As shown in the table above, no operational deficiencies are identified under background (no build) or future (build) traffic conditions; therefore, no mitigation measures are recommended as a result of the traffic generated from the proposed Seavy Meadows development.

INTRODUCTION

PROJECT DESCRIPTION

Willamette Neighborhood Housing Services is proposing to construct a residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. The project site, as shown in Figure 1, is predominantly vacant land, with an existing 4-plex on site. Jasper Street will provide direct access to the development site. The development will be constructed over a two-phase plan, with Phase 1 completion in 2009 and full build-out with Phase 2 in 2010. The site layout is shown in Figure 2.

SCOPE OF THE REPORT

This report identifies the traffic impacts associated with the Seavy Meadows residential development, and was prepared in accordance with the City of Corvallis Transportation System Plan and Development Code requirements for Traffic Impact Analyses. An intersection is considered "impacted" when the development generates 30 or more trips through the intersection during the peak. Based on this guideline and direction from City of Corvallis staff, the following study intersections were selected for operational analyses:

- Conser Drive / Jasper Street
- Conser Drive / Seavy Avenue
- Conser Drive / Walnut Boulevard
- Walnut Boulevard / Circle Boulevard

This report addresses the following transportation issues for the study area:

- 2007 existing transportation system conditions during AM and PM peak periods;
- Forecast 2010 background traffic conditions (No Build) during AM and PM peak periods;
- Trip generation and distribution estimates for the proposed development;
- Forecast 2010 total traffic conditions with site generated trips during AM and PM peak periods.

Attachment M-136

Attachment III-348

EXISTING CONDITIONS

The existing conditions analysis provides an inventory and the current operational characteristics of the transportation facilities in the study area. The purpose of this analysis is to provide a baseline comparison to future conditions.

The site of the proposed development was visited and inventoried in May 2007 to collect information regarding site conditions, adjacent land uses, existing traffic operations, and transportation facilities in the study area.

SITE CONDITIONS AND ADJACENT LAND USES

Willamette Neighborhood Housing Services is proposing to construct a 43-unit residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The existing development site is mostly vacant land, with an existing residential 4-plex on site. The development site is currently surrounded by wetlands, open field land, and residential land use.

TRANSPORTATION FACILITIES

Roadway Facilities

As shown in Figure 1, access to the site will be provided via Jasper Street. Other key transportation facilities in the area will also be affected, such as Conser Drive, Walnut Boulevard, and Circle Boulevard. Table 1 displays the functional classification and characteristics of the study area roadways. Existing lane configurations and current traffic controls are shown in Figure 3.

Table 1
Classification and Characteristics of Study Area Roadways

Roadway	Classification	Speed	# Lanes	Side-walks	Bike Lanes	On-Street Parking
Jasper Street	Local	25	2	Yes	Yes	No
Conser Drive	Collector	25	2	Yes	Yes	No
Seavy Avenue	Collector	25	2	Partial	No	No
Walnut Boulevard	Principal Arterial	35	2 / 3	Yes	Yes	No
Circle Boulevard	Principal Arterial	35	5	Partial	Yes	No

Signalized Intersections

The intersection of Walnut Blvd / Circle Blvd is currently operating as a signalized intersection. Left turn lanes accommodate protected-permissive left turn phasing for all approaches. A right turn pocket accommodates right turns from Circle Blvd to the entrance of the Hewlett-Packard campus on the south approach.

Two-Way Stop-Controlled Intersections

The T-intersection of Conser Drive / Jasper Street has a stop sign on the south approach. The T-intersection of Conser Drive / Seavy Avenue has a stop sign on the east approach. A small, raised island prevents heavy truck access to Seavy Avenue while maintaining all possible movements for smaller vehicles. Both intersections provide shared single lanes on all approaches. The T-intersection of Conser Drive / Walnut Blvd has a stop sign on the north approach, and a left turn lane accommodates left turns from Walnut Boulevard.

All-Way Stop-Controlled Intersections

There are no all-way stop-controlled intersections in the study area.

Pedestrian and Bike Facilities

Low to moderate amounts of pedestrian and bicycle activity were observed in the study area adjacent to the site. Hewlett-Packard as well as other area employers attract commuter bicycle trips. Pedestrian facilities are well connected through sidewalks. Bike lanes are provided along all collector and arterial roadways in the study area.

Transit Service

Bus service in Corvallis is provided through the *Corvallis Transit System* (CTS). Of the eight routes serving the city, the Seavy Meadows area residents may potentially utilize two routes. Route 1 serves the downtown Corvallis transit center, OSU, northwest Corvallis, Timberhill Shopping Center, and Hewlett-Packard. The closest service point along route 1 to the proposed development is at the intersection of Walnut Blvd and Conser Drive. Route 7 serves the downtown Corvallis transit center, OSU, Hewlet Packard, northeast Corvallis, and Good Samaritan Hospital. The closest service point along route 7 to the proposed development is at the intersection of Conser Drive and Jasper Street. Service is provided on weekdays from approximately 6:00 am to 7:30 pm, and on Saturdays from approximately 9:00 am to 5:00 pm with one hour headways.

TRAFFIC VOLUMES AND PEAK HOUR OPERATIONS

Manual turning movement counts were obtained at the study intersections on May 9, 2007 during the morning (7:00 - 9:00 am) and evening (4:00 - 6:00 pm) hours. Based on these counts, the peak hour periods were determined to be between 7:30 - 8:30 am and 5:00 - 6:00 pm. The 2007 weekday peak hour turning movement counts are shown in Figure 4.

Existing Levels of Service

A level of service (LOS) analysis was conducted for each intersection to determine current operating conditions. Level of service describes the quality of traffic flow at an intersection. An LOS "A" is the best and an LOS "F" indicates a failing intersection. This analysis reports the signalized intersection level of service based on the volume-to-capacity ratio, as defined by the City of Corvallis Transportation System Plan (TSP). Unsignalized intersection level of service is based on the intersection's capacity to accommodate the worst or critical movement.

The volume-to-capacity ratio (v/c) is the ratio of the current or projected demand to the capacity of the facility. While the maximum v/c ratio measured at full saturation can be no greater than 1.0, it is possible to produce a v/c ratio greater than 1.0 when the volume is compared to an estimated capacity, such as that from the 2000 Highway Capacity Manual (HCM 2000). A v/c ratio greater than 0.90 is an indication that the estimated capacity is insufficient for the project demand and queuing is likely to occur.

TRAFFIX™, a computational analysis program developed by Dowling Associates, inc. was used to calculate the intersection delay, v/c ratio, and LOS for unsignalized intersections. The v/c ratio calculated by TRAFFIX was used to calculate the LOS for signalized intersections as per the City of Corvallis TSP. This analysis conducted using TRAFFIX was based on the 2000 Highway Capacity manual methodology. Output sheets from TRAFFIX are available in Appendices. The results of the existing conditions (2008 No-Build) analysis are shown in Table 2.

Recommendations for improvements are made when intersections are projected to operate below level-of-service (LOS) 'D'. An intersection must be operating at a LOS 'D' or better to meet the minimum LOS requirements set by the City of Corvallis.

Table 2

Level-of-Service: Existing Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	8.9	0.00
		PM	A	9.6	0.00
Conser Dr / Seavy Ave	2-Way Stop	AM	A	9.7	0.08(WBL)
		PM	A	9.8	0.05(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	10.3	0.10(WBR)
		PM	B	11.2	0.10(WBR)
Walnut Blvd / Circle Blvd	Signal	AM	A	28.0	0.31
		PM	A	25.6	0.38

1. Critical movement (unsignalized)

TRAFFIC IMPACT ANALYSIS

The traffic impact analysis estimates how the study area's transportation system will operate in the year each development phase will be fully developed. The impact of traffic generated by the Seavy Meadows development during the weekday AM and PM peak hours was analyzed as follows:

- The planned developments were identified and reviewed
- The background weekday AM and PM peak hour traffic conditions for the year 2010 (no build) was analyzed. A two percent growth rate was applied to the existing traffic volumes to account for regional growth.
- The future weekday AM and PM peak hour site generated trips were estimated for each development phase year.
- A trip distribution pattern was derived through a review existing traffic volumes and possible commuter routes to regional destinations.

BACKGROUND TRAFFIC CONDITIONS

The background traffic analysis identifies how the study area's transportation system will operate in the year the full development will be complete, but does not include trips generated from the development. Only regional growth factors are applied to the existing traffic volumes to account for future growth in the region. This analysis provides a baseline comparison for estimated conditions with the proposed development.

Future Traffic Volumes

Background peak hour traffic volumes were forecast for the year 2010 to account for anticipated growth in the study area. A growth rate of 2 percent per year was applied to the 2007 traffic volumes for this forecast, as recommended by the Corvallis Transportation System Plan for planning level studies. The background traffic volumes forecast for 2010 are shown in Figure 5.

Level of Service Analysis

Using the forecast (no build) turning movement volumes, an operational analysis was conducted at the study intersections to determine the 2010 background traffic levels of service. Existing lane configurations were used for all scenarios in this analysis. As shown in table 3, all study intersections are forecast to operate at acceptable levels of service for the year 2010 without the presence of the development.

Table 3
Level-of-Service: 2010 Background Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	9.0	0.00
		PM	A	9.7	0.00
Conser Dr / Seavy Ave	2-Way Stop	AM	A	9.7	0.09(WBL)
		PM	A	10.0	0.05(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	10.5	0.10(WBR)
		PM	B	11.5	0.10(WBR)
Walnut Blvd / Circle Blvd	Signal	AM	A	27.0	0.33
		PM	A	25.8	0.40

1. Critical movement (unsignalized)

PROPOSED DEVELOPMENT PLAN

Willamette Neighborhood Housing Services is proposing to construct a residential development south of Conser Drive near the intersection of Jasper Street in Corvallis, Oregon. The proposed development is anticipated to include 20 multifamily units, 10 townhouses, and 13 single family homes. Jasper Street will provide direct access to the development site. The development will be constructed over a two-phase period, with Phase 1 completion in 2009 and full build-out with Phase 2 in 2010.

TRIP GENERATION

A trip generation analysis was conducted based on the proposed housing land use types. The traffic generated by the site was calculated using a per-unit trip generation rate from the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 7th edition*. One "trip" is defined as a person leaving from or arriving at the development. The ITE trip generation land use, Single-Family Detached Housing (#210) and Residential Condominium/Townhouse (#230) were used for the single family and townhouse units of the development. ITE trip generation land use, Apartment (#220) was used for 20 multi-family units. Under the proposed build-out conditions, a total of 42 trips will be generated during the AM peak period, with 10 trips entering and 31 trips exiting the development. During the PM peak, a total of 56 trips are estimated to be generated with 35 trips entering and 21 trips exiting the development. Table 4 shows the results of the trip generation analysis for the proposed build-out conditions.

Table 4
Trip Generation

ITE Code	ITE Land Use	Units	AM Peak			PM Peak		
			Total	Enter	Exit	Total	Enter	Exit
	PHASE 1							
210	Residential Condominium/Townhouse	10	8	1	7	9	6	3
220	Apartment	20	15	4	11	30	18	12
	Total	30	23	6	17	39	24	15
	PHASE 2							
230	Single-Family Detached Housing	13	19	5	14	17	11	6
	FULL BUILD (Phase 1 and 2)							
210	Residential Condominium/Townhouse	10	8	1	7	9	6	3
220	Apartment	20	15	4	11	30	18	12
230	Single-Family Detached Housing	13	19	5	14	17	11	6
	Total	43	42	10	31	56	35	21

TRIP DISTRIBUTION

The trip distribution percentages reflect traffic entering and leaving the proposed Seavy Meadows site. These trip distribution percentages are based on a review of existing traffic movements and possible commuter routes to regional destinations. Access from the site to the existing transportation network will be from Jasper Street onto Conser Drive. Of the total trips generated, 85% are estimated to head southwest along Conser Drive, with the remaining 15% heading northeast on Conser Drive towards Conifer Boulevard and Hwy 20. Of the 85% of the trips, 20% are estimated to head west along Walnut Blvd, 5% heading east Seavy Ave, and the remaining 60% heading towards Circle Blvd with an even distribution turning east and west. This trip distribution is detailed on Figure 7

Based on the estimated trip distribution percentages, Figure 6 shows the assignment of the trips generated during the peak hours from the complete Seavy Meadows development.

TOTAL TRAFFIC CONDITIONS

The total traffic conditions analysis forecasts how the study area's transportation system will operate with the addition of the trips generated from the Seavy Meadows development.

Future Build Traffic Volumes

The site generated trips shown in Figure 6 were added to the forecast background traffic volumes shown in Figure 5 to calculate the total traffic volumes. So the total traffic volumes include the existing volumes, plus the regional growth rate and the estimated trips from the development. Total traffic volumes for the build-out condition are shown in Figure 8.

Level of Service Analysis

Using the total traffic turning movement volumes, an operational analysis was conducted at the study intersections to determine the 2010 total traffic levels of service. As shown in table 5, all study intersections are forecast to operate at acceptable levels of service for both years.

Table 5
Level-of-Service: 2010 Total Traffic Conditions

Intersection	Type of Control	Peak Hour	LOS	Delay (sec)	v/c[1]
Conser Dr / Jasper St	2-Way Stop	AM	A	9.5	0.04(NBL)
		PM	A	9.9	0.03(NBL)
Conser Dr / Seavy Ave	2-Way Stop	AM	B	10.1	0.09(WBL)
		PM	B	10.3	0.06(WBL)
Conser Dr / Walnut Blvd	2-Way Stop	AM	B	11.2	0.13(WBL)
		PM	B	12.2	0.11(WB)
Walnut Blvd / Circle Blvd	Signal	AM	A	28.3	0.34
		PM	A*	25.8	0.41

1. Critical movement (unsignalized)

CONCLUSIONS AND RECOMMENDATIONS

Using Based on the results of the traffic impact analysis, the Seavy Meadows development can be developed while maintaining acceptable levels of service for the surrounding transportation system. No operational deficiencies are identified in the build out year, with or without site generated trips. Therefore, no analysis was required for the 20-year planning horizon or individual development phases, as according to City of Corvallis guidelines. The significant findings and recommendations of this analysis are summarized below.

FINDINGS

Existing Conditions

- During the weekday AM and PM peak hours, all study intersections currently operate at an acceptable level of service as according to City of Corvallis standards.

Background Traffic Conditions

- Under forecast year 2010 (No Build), all study intersections are expected to operate at acceptable levels of service during the weekday AM and PM peak hours.

Proposed Development Activities

- The proposed development is estimated to generate approximately 42 trips (10 in / 31 out) during the weekday AM peak hour and approximately 56 trips (35in / 21 out) during the weekday PM peak hour.
- Access to the development site will occur via Jasper Street to Conser Drive.

Total Traffic Conditions

- Under forecast year 2010 (Build), all study intersections are expected to operate at acceptable levels of service during the weekday AM and PM peak hours.

RECOMMENDATIONS

- Based on this analysis, no operational deficiencies were identified under background or total traffic conditions; therefore, no mitigation measures are recommended as a result of the traffic generated from the proposed Seavy Meadows development.